

ECONOMIC COMMISSION FOR EUROPE

**WORLD HEALTH ORGANIZATION
REGIONAL OFFICE FOR EUROPE**

**HIGH-LEVEL MEETING ON TRANSPORT,
HEALTH AND ENVIRONMENT
THE PEP Steering Committee Extended Bureau**

DRAFT PUBLICATION FOR 4HLM



**From Amsterdam to Paris and Beyond:
*THE PEP 2009-2020***

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I. Implementing the 2009 Amsterdam Declaration

This section highlights case studies, giving examples of best practice and lessons learned in promoting green and health-friendly mobility through an integrated policy approach. Member states have provided information on projects and activities undertaken at national or municipal levels on challenges they face in implementation of environment and health-friendly transport policies in their countries. The information is based on THE PEP Questionnaire and other inputs.

II. Compendium of staffete experiences 2009-2013

This section looks back on the Staffete Relay Race, launched by the Amsterdam Declaration (2009) in which the “baton” of best practices in sustainable urban transport was passed from Amsterdam to Pruhonice to Batumi to Skopje to Kyiv to Moscow to Almaty (6-City relay race). Information was provided by Member States, host countries to the workshops: Czech Republic, Georgia, Kazakhstan, Russian Federation, The Former Yugoslav Republic of Macedonia and Ukraine.

III. THE PEP Partnerships: 2013 and beyond

This section showcases projects and activities that have been developed since Amsterdam as part of THE PEP Partnership mechanism and looks at plans for forthcoming Partnerships as THE PEP re-launches its 2nd decade.

IV. Acknowledgements, references, photographs provided by Member States

This section includes acknowledgements of host countries and organizers, references to relevant documents and photographs of workshops and technical measures that resulted, e.g. cycle lanes and pedestrian walks, signs and signals for active mobility, green spaces, urban and spatial planning and other developments.

I. Implementing the 2009 Amsterdam Declaration

A. Assessment of the policy response

Following the Third High-level Meeting on Transport, Health and Environment in January 2009 in Amsterdam, the Steering Committee and its Bureau underlined the importance of monitoring the implementation of THE PEP programme and of progress made by Member States at national level towards the attainment of the four Amsterdam Goals.

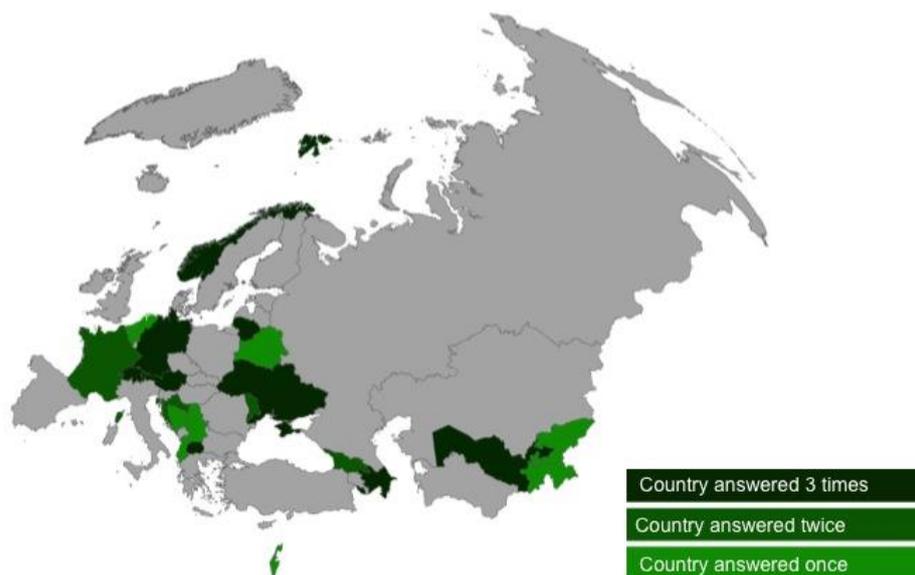
This section aims to report on the state of national implementation of THE PEP and the Goals of the Amsterdam Declaration, the main developments, challenges and enabling factors as well as to formulate recommendations for further strengthening the process. It provides elements to adjust THE PEP work programme to better meet the needs of Member States. Selected good practices from across the Region give concrete examples of actions that can be taken at national, sub-national and local level.

In addition to reporting to the 4HLM, this section aims to contribute to the Mid-Term Review of the European Environment and Health Process (EHP), scheduled to take place in 2014, as THE PEP directly contributes to achieving Regional Priority Goal 2 (RPG2) of the Parma Declaration on Environment and Health of 2010.

The conclusions presented below are based on the answers provided by 24 Member States to a questionnaire developed by THE PEP Secretariat to gather self-assessed qualitative information on the state of national implementation of THE PEP and the Goals of the Amsterdam Declaration. The same questionnaire was repeated in the years 2011, 2012 and 2013 and was filled out by THE PEP Focal Points. Responding countries represent the whole UNECE Region and are pictured in graph 1.¹

¹ Responding Member States: Albania, Austria, Azerbaijan, Belarus, Belgium, Bosnia and Herzegovina, Croatia, France, Germany, Georgia, Israel, Kyrgyzstan, Lithuania, Malta, Moldova, Monaco, Netherlands, Norway, Serbia, Switzerland, Tajikistan, The former Yugoslav Republic of Macedonia, Ukraine and Uzbekistan.

Graph 1. Responding countries to THE PEP 2011, 2012 and 2013 questionnaires on the implementation of the Amsterdam Declaration of the Third High-level Meeting.



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B. THE PEP sectors: Transport, Environment and Health

Implementation of THE PEP's goals relies on the strong engagement and collaboration of the national transport, health and environment sectors. The national THE PEP Focal Points are the main channel of communication in countries of THE PEP's objectives and opportunities. They are key instruments in identifying relevant existing strategies, interventions and policies at national level. The amount and sector distribution of THE PEP Focal Points can be used as an indicator for the intersectorial cooperation and lead taking in THE PEP's implementation.

Across the UNECE Region, the environment and, to some less extent, the health sectors are the leading sectors for reporting on THE PEP's achievements. The transport sector is less often represented in responses to the questionnaire, although some changes can be observed in the last years. Only half of the countries have Focal Points representing the three sectors. Nomination of additional Focal Points for some few countries over the period 2011-2013 shows increased efforts to establish stable, institutionalized intersectorial working mechanisms. This applies to the whole Region.

One challenge is to consult Government experts beyond the officially nominated Focal Points, indicating a difficulty in communication between the sectors, in particular when cooperation is not institutionalized. In countries where additional expertise is requested, specialized institutions within the own sector (i.e. environmental health departments etc.), NGOs and local / regional authorities are more often involved. This however is still rather scarce. NGOs play an increased role over the reporting period and are solicited in particular in Central Asian and SEE countries.

While urban planning seems to become more represented within THE PEP's coordinating bodies, it has not been consulted for providing information about THE PEP's achievements.

C. Achieving the Amsterdam Goals

1. Contribute to sustainable economic development and stimulate job creation through investment in environment- and health-friendly transport (Priority Goal 1)

klima:aktiv mobil – Promoting environmental friendly mobility

klima:aktiv mobil is the national programme of the Federal Ministry of Agriculture, Forestry, Environment and Water Management to motivate and support companies and fleet operators, cities and regions, the tourism and leisure sector, schools and youth groups for developing and implementing climate friendly mobility projects achieving concrete reductions of CO₂ emissions. The klima:aktiv mobil funding programme – which is also supported by the Austrian Climate and Energy Fund – is the central pillar of klima:aktiv mobil's offerings.

The klima:aktiv mobil programme achieved numerous results during its first programme period 2007-2012. More than 4900 mobility projects reduced around 570 000 tons of CO₂ per year. 4000 projects of cities, regions, companies, tourism and leisure operators, schools and youth groups were supported by klima.aktiv mobil with 66.6 Mio € thus inducing investments of about 495 Mio € and creating and saving 5600 Green Jobs. Around 12 000 alternative vehicles for fleets of companies and municipalities were financially supported, including more than 10 000 e-vehicles. 200 bicycle projects including bicycle infrastructure, logistics and awareness - were funded, including the expansion of the bicycle infrastructure in all 9 Austrian Federal States and the major cities. 1000 driving trainers were upgraded to certified eco-driving trainers. klima:aktiv mobil was awarded twice as a European best practice by the EU Public Service Award.

The cornerstones of klima:aktiv mobil's portfolio for 2020 are the advisory programme, the funding programme for climate friendly mobility of companies, municipalities and associations, awareness raising campaigns, partnerships and training and certification schemes. The key offers of klima:aktiv mobil are:

- Mobility management for companies, property developers and fleet operators
- Mobility management for cities, municipalities and regions
- Mobility management for tourism, leisure and youth
- Mobility management for children, parents and schools
- Eco-driving trainings for drivers of cars, trucks, buses, tractors
- Promotion of bicycle traffic focusing on bicycle infrastructure, rental and parking facilities and electric-biking
- Promotion of alternative vehicles and electromobility.

By extending klima:aktiv mobil until 2020 the Federal Ministry of Agriculture, Forestry, Environment and Water Management is ensuring the support of companies, municipalities and associations in the implementation of climate-friendly mobility management and transport projects on a long-term basis. The klima:aktiv mobil programme is dedicated to contribute to national and EU-wide policies and objectives in particular to reducing CO₂ emissions, increasing renewables and energy efficiency by 2020, to the implementation of the Austrian climate protection law, the Austrian Masterplan for Cycling as well as the Plan for Electro-mobility in and from Austria. klima:aktiv mobil is not only aiming at synergies for environment, health and mobility but also to provide an essential impetus for a green economy and green jobs. The programme is also looking for sharing best practice and co-operations like in THE PEP and the European Platform on Mobility Management (EPOMM).

www.klimaaktivmobil.at

www.maps.klimaaktiv.at

Country: Austria

Cycling master plans - Joining forces to evolve cycling

National master plans to promote cycling are key strategies to attain environmental goals, promote health and increase the quality of life. Several Member States of THE PEP are developing and implementing such plans.

The Austrian Master Plan for Cycling has the target to double cycling in Austria by 2015. Concrete measures have been set up in order to facilitate its implementation at national level, i.e. a national cycling coordination task force and a national cycling funding scheme to co-finance cycling infrastructure investments and cycling promotion of regions, cities and companies.

<http://www.lebensministerium.at/umwelt/luft-laerm-verkehr/verkehr-laermschutz/radfahren/masterplanradfahren.html>

As another example, the German National Cycling Plan (NCP), for example, has the objective to increase the modal share of cycling in Germany. The National Cycling Plan addresses all actors in politics (local authorities, federal states, federal government), the economy and society but also individual citizens as active road users. By presenting this Plan, the Federal Government acknowledges its active role as a catalyst and moderator in the promotion of cycling. In the previous NCP 2002-2012 more than a hundred innovative projects were funded under the federal non-investment cycling support program. The new NCP 2020 is in force since the 1st January 2013 and aims to go beyond the promotion of cycling by strengthening the "ecomobility" approach, which comprises local public transport, walking and cycling.

<http://www.nationaler-radverkehrsplan.de/en/>

Most of the countries are addressing Goal 1 of THE PEP Amsterdam Declaration to contribute to the sustainable economic development and job creation.

Investments that promote an environmentally sustainable infrastructure are focusing in particular on the construction and reconstruction of railway and light rail lines. The main objective is to promote inter-modal transport and rail sidings and to provide important stimuli for shifting from road transport to rail, including the increase of railroad employment opportunities. Maritime connections, where relevant, are also gradually being explored as alternative transport modes.

While investment in rail and light rail are particularly supported as an alternative to motorized transport in Western European countries, countries in Central Asia follow the approach to combine investment in rail with the construction or reconstruction of safer highways and inner city roads.

Project "Shiluvim" – Integrating transport systems

The "Shiluvim" project (Hebrew for integration) has the objective to better integrate between Israel's national and inner city bus and rail systems. The project consists of four completing components, which together, can improve Israel's public transport system and make it easier to use and plan.

The first of these components addresses the connectivity between train stations and bus lines leading to and from them. The second component aims to ameliorate signage and information offered to passengers at stations. Next, a new travel card valid for both train and bus (for all main bus-service providers) is introduced in order to make travelling on different modes of transport easier and cheaper. The last component deals with applying the same principles and guidelines to new train stations. Thus, during preliminary planning, every new train station must also be checked to see that it is ideally integrated with the feeding bus system and that signs and information is clear and useful.

So far the project has improved the services at more than 50 train stations nationwide.

<http://www.avivamcg.com/en/customerStory.aspx?id=63>

Country: Israel

The Swiss "transfer policy" - Strengthening combined transport systems

With its "transfer policy" (modal shift policy) Switzerland sets the objective to protect the Alps from the negative effects of transalpine heavy goods traffic but also to protect the health of the people living in the densely populated Switzerland. In the period between 2000 and 2012 the transport of heavy goods by road decreased by 13.9%.

The government supports and reinforces the shift from road to rail transport and combined transport. Beside strengthening the greater safety measures in road transport, it actively supports combined transport systems with financial subsidies and incentives. Funds are awarded to the operators of combined transport for settling uncovered costs making this transport system competitive. The funding system for subsidies is decreasing until 2018; in 2013 the amount was approximately 175 million CHF, in 2014 it will be at maximum 164.5 million CHF.

In addition, also grants for non-Alpine freight transport as well as freight transport on light rail are paid. Investment aid for combined transport shall be made for terminal projects.

For sidings, grants will be awarded under certain conditions.

<http://www.bav.admin.ch/verlagerung/03063/index.html?lang=de>

http://www.bav.admin.ch/verlagerung/index.html?lang=de&download=NHZLpZeg7t,lnp6I0NTU042I2Z6ln1acy4Zn4Z2qZpnO2Yuq2Z6gpJCDe3x2fGym162epYbg2c_JjKbNoKSn6A--

Country: Switzerland

Active and environmentally friendly transport planning is addressed by most of the UNECE Member States. Pattern and approaches used may however differ between the countries setting different priorities. While some countries do build infrastructure for active and environmentally friendly transport, predominantly through the development of dedicated bike lanes and, although less systematically, through improved sidewalks, many countries use more integrated approaches. These include the reorganization of public transportation, re-direction of access roads to urban centres, alternative transport connections like maritime connections, development of park and ride facilities and pedestrian/cycling paths.

Infrastructure approaches focusing on walking and cycling are more common in Western European countries and do often fall under the responsibility of local authorities rather than national governments.

Development program "Cities of the Future" - Making cities a better place to live

The Norwegian national development program "Cities of the Future" (2008 - 2014) is a collaboration program between the 13 largest cities and the state and private sector for developing urban areas with the lowest possible levels of greenhouse gas emissions and good urban environments.

The main goal is reducing greenhouse gas emissions from road transport, stationary energy use, consumption and waste in urban areas as well as developing strategies for meeting future climate change. Subsidiary goal is to improve the physical urban environment with respect to ecological cycles, security, health, subjective experience and private sector development.

The cooperation on Cities of the Future is from 01.01.2014 led by the Minister of Local Government and Modernisation through an annual summit of ministers and secretaries of State, mayors and the political management of the Norwegian Association of Local and Regional Authorities and of the largest private sector organisations.

<http://www.regjeringen.no/en/sub/framtidensbyer/cities-of-the-future>

Country: Norway

All countries are taking measures to improve road safety, mostly through the development and implementation of comprehensive national road safety plans and the establishment of road safety authorities, coordinating bodies etc. These plans, which are predominantly under development in EECCA countries, do include law enforcement, awareness raising and capacity building, vehicle and infrastructure safety improvement as well as national research on traffic related accidents.

The investment in eco-tourism is progressively recognized as a way to contribute to a sustainable economic development and job creation. Half of the UNECE Member States do acknowledge having targeted measures promoting sustainable tourism approaches, in particular EECCA countries. These actions however are defined as general sustainable tourism/development strategies and do not necessarily focus on environment- and health friendly transport measures and facilities.

An exception is the development of cycle-tourism infrastructure for sport and leisure activities which is receiving an increased attention by many Member States across the Region. Less attention is still given to the use of environmentally friendly transport means for travelling to a destination and returning from it, for establishing public transport offerings or devising special eco-friendly tourist packages.

France Vélo Tourism – Developing cycle tourism

France Vélo Tourism (France Bike Tourism) is a group of professionals and local authorities supported by the State aiming at the promotion bicycle tourism in France.

It was founded by experts in tourism and biking who now joined the three major national tourist federations:

- National Federation of Regional Tourism Boards (FNCRT)
- National Network of departmental destinations (RN2D)
- French Tourism Offices (FNOTSI).

France Vélo Tourism expands this platform to organizations, professionals and companies who aim to strengthen the economic development of cycle tourism.

France Vélo Tourism launched a program of complementary actions, i.e. development of the website supporting the public to plan and organize their cycling holiday; contribution to the launch of a complete collection of guides for bike tourism; promotion of cycling tourism sector in France through public relations, media relations, shows; improvement of supply of services, including through the development of a National Charter " Accueil Vélo "; and support of activities for the harmonization of road signs .

<http://www.francevelotourisme-partenaires.com>

Country: France

2. Manage sustainable mobility and promote a more efficient transport system (Priority Goal 2)

In order to manage sustainable mobility and promote a more efficient transport system, countries do follow various approaches and measures. Several countries do have comprehensive approaches integrating land use and transport planning and promoting the use of bicycles and public transport modes while rationalizing parking tariffs etc.

At a general level, the most followed approach for increasing public transportation is through the development of subway lines, busses and bus connections as well as better infrastructure for intermodal connection. Programmes promoting the attractiveness of cycling and walking through better and appropriate infrastructure do also take place in UNECE Member States. Financial incentives for the use of bikes (e.g. fiscal subsidies paid by employers to employees coming by bike) or for public transportation exist in some countries, however they still do represent the minority of used interventions.

The management of sustainable mobility in Central Asian Countries does often focus also on the improvement of the technical quality and emission control of vehicles as well as the improvement of road infrastructure.

In all countries of the Region, main policies or programmes for the management of sustainable mobility and the promotion of more efficient transport systems are national policies targeting the public sector. These policies are followed by local policies targeting local communities and only in few cases, policies are targeting specific groups and environments as leisure, school and business.

Support to Sustainable Transport in the City of Belgrade - Integrating land-use and transport planning

Support to Sustainable Transport in the City of Belgrade is a project implemented by UNDP Serbia, Serbian Ministry of Environment, Mining and Spatial Planning and the City of Belgrade (through its Land Development Agency and Secretariat for Transport) in the period 2010-2014.

The overall objective of the project is to reduce the metropolitan emissions in the City of Belgrade by improving the public transport scheme, reinforcing the participation of cyclists in traffic and providing the policy framework for sustainable urban transport development of Belgrade.

The project is intended to significantly improve the transport management infrastructure and to reduce greenhouse gas emissions while supporting the environment friendly development of Belgrade. The project involves the civil sector and allows for a joint approach to the solution of the problems related to the sustainable management of transport.

The project activities were grouped into four main categories:

1. Integrated land use and urban transport planning at the metropolitan level
2. Promotion of the cycling transport mode
3. Safe access to school
4. Capacity Building

http://www.undp.org/content/serbia/en/home/operations/projects/environment_and_energy/support-to-sustainable-transport-in-the-city-of-belgrade.html

Country: Serbia

Green Travel Plan Malta – Travelling smart

Transport Malta, together with the Malta Environment and Planning Authority (MEPA), is encouraging the introduction of a Green Travel Plan (GTP), where travel is organised through collective transport, car sharing, etc., in order to lessen the impact of the private car from our roads.

So far, such Plans have been introduced in various office establishments as well as two higher-level education institutions – the Malta College for Arts Science and Technology as well as in the University of Malta (UoM).

The terms of reference provided by MEPA required the UoM to commit to the following:

- Provide incentives for public and staff to arrive by public transport and other sustainable modes of travel
- Improve public transport links to the West and East of the University Campus
- Improve internal pedestrian links
- Promote a car free environment including the ring-road
- The removal of the existing parking area in order to reinstate the land to the original, natural state.

https://secure.um.edu.mt/_data/assets/pdf_file/0009/134838/GTP_Summary_of_Findings-2.pdf

Country: Malta

Home to work – Travelling free of charge to work by public transportation

The introduction of free public transportation serves to encourage people to take public transport. Public transportation between the home and the workplace, is free for federal public or civil servants. For companies that fund 80% of travels costs to Brussels with the STIB and SNCB (Belgian rail), the state pays the remaining 20%. With a Third-Party Payer Agreement between a private employer and the SNCB, all the employer contributions paid to the employees are settled with the NMBS/SNCB simultaneously and directly and companies do not have to claim refunding by the State.

In addition, several categories of persons are entitled (under certain conditions, i.e. size of the family, employment status etc.) to free public transport by age (children aged 0 to 11 years and those over 65 years), and to specific tariff measures according to their disability or their social status.

http://www.belgianrail.be/en/business/commuter/commuter-free.aspx?_z=z&_id=28AEEAB6796044E59F9EBFBA43B20B7F

<http://www.mobilite.belgium.be/fr/mobilite/personnes/commun/>

Country: Belgium

Awareness raising, information technology and improved coordination between land use and transport planning

The management of sustainable mobility and promotion of a more efficient transport system, awareness raising of mobility choices and promotion of the use of information technology are important elements pursued by nearly all Governments.

Promoting sustainable transport through the integration of urban transport management and policies for land-use planning is increasingly being recognized by Member States. Most countries declare that there are mechanisms in place, to improve the coordination between land-use planning and transport, with the exception of some countries, mostly in the Central Asian Region.

The gaining importance of urban planning is reinforced by the increased presence of the urban planning sector in national coordinating bodies of THE PEP (cf. chapter on Implementation of THE PEP).

Promotion of high-quality integrated public transport and reduced need for car traffic

Nearly all countries of the Region have measures to promote high-quality integrated public transport and to reduce the need for, and the volume of, car traffic. Progress is recorded since 2011. These measures mainly focus on two approaches used either independently or in combination: regional and urban planning structures designed to reduce traffic and promote cycling and walking; and upgraded offer in public transportation including improved information on bus schedules, new routes and fares for public transports, park and ride facilities etc. Awareness raising initiatives, teleworking as well as financial incentives to shift from private car use to integrated public transport or reduce car use are increasingly being applied, in particular in Western European countries.

Bicycle Highways - Challenging traffic jams

A bicycle highway is a separate infrastructure, exclusively for bikers, without crossings and good asphalt, thus ensuring a fast route to work or school. In addition to a good design of the highway (protection against wind etc.), good parking facilities at companies and schools are important.

A test with the existing bicycle highways in The Netherlands, between Amsterdam and Utrecht, between Zwolle and Kampen and between Breda and Etten-Leur showed promising results. While normally people take the bike for distances up to 7.5 kilometers, 5 percent of all car riders bike a longer distance (10 kilometers) thanks to the bicycle highway.

Although they are not the sole solution against traffic, bicycle highways to contribute to the reduction of traffic jams. In addition, a cyclist feels fitter. The popular electric bike may partly explain the success of the Dutch bicycle highway.

In addition to the five existing highways, several new ones are now planned or under construction. The Dutch government has invested 25 million Euro for extra bicycle highways.

<http://www.fietssnelwegen.nl>

Country: The Netherlands

3. Reducing emissions of transport-related greenhouse gases, air pollutants and noise (Priority Goal 3)

All countries have strategies, policies or measures to support a shift in the vehicle fleet towards zero- or low-emission vehicles and fuels.

The national transport sector policies aiming at a reduction of transport-related greenhouse gases, air pollutants and noise are of the following nature:

- Mandatory fuel economy/CO₂ standards for road transport; shifts to lower-carbon fossil fuels, biofuels, CNG & hybrid/ electric vehicles; other vehicle design modifications;
- Taxes on vehicle purchase, registration, use; taxes on motor fuels; road and parking pricing; congestion/area pricing;
- Influenced mobility needs through land-use design/regulations and infrastructure planning; prioritization of, and investment in, public transport and non-motorized transport infrastructure and amenities.

A policy framework for green transportation – Gaining from intersectorial and international cooperation

The Georgian Ministry of Economy and Sustainable Development and the Ministry of Finance, with the support of World Bank prepared a draft policy document "A Policy Framework for Green Transportation in Georgia".

The objective of this framework is to strengthen green transportation in Georgia through the reduction of the intensity of fossil fuel use and increased reliance on indigenous energy sources (mainly hydropower), as well as to minimizing adverse impacts on the global and local environment through reduced emissions of GHG and local pollutants. Greening transportation will create 'co-benefits', as an improved balance of trade and energy security and reduced traffic congestions on the road network, particularly in urban areas by the use of public transportation.

This draft policy framework, is currently under preparation and discussions are being held between the Ministry of Economy and Sustainable Development and the World Bank to initiate a second phase of the project, which will be more oriented on specific sectors. This project is the result of a strong cooperation between different national sectors and international organizations and represents a consolidated vision to increase green transportation through integrated approaches.

<http://documents.worldbank.org/curated/en/2012/06/16473131/policy-framework-green-transportation-georgia-achieving-reforms-building-infrastructure-sustainability>

Country: Georgia

Financial incentives for the purchase or use of low CO2 emission vehicles are progressively used by Member States, in particular in Western European Countries. Various types of incentives exist across the Region both for private car use and for trucks: subsidies for the purchase of low emission, hybrid or electric cars and use of particle filters; tenders for co-financing companies and craftsmen when purchasing new environmentally friendly vehicles; and truck tolls on motorways as an incentive to use cleaner trucks and shift to rail.

Strategies aiming at changing behaviours, like training in eco-driving, are gaining relevance across the whole Region, becoming mandatory for some professional groups in some countries.

Eco-driving pilot projects – Supporting the drivers' choice

Eco-driving has the aim to optimize driving performance for reduced energy consumption. Several Member States of the THE PEP have implemented eco-driving projects.

Austria, for example, launched a broad national eco-driving initiative ranging from eco-driving campaigns to eco-driving courses for drivers of cars, buses, trucks, locomotives and agricultural trucks. In addition, eco-driving schools certification schemes and certified eco-driving training programmes to upgrade driving teachers have been set up. Also the legislation has been changed to include eco-driving in education of new drivers. To this day 1000 eco-driving trainers have been certified and together with the national Postbus company, which has trained all 2800 busdrivers saving more than 2 million liters of diesel per year, Austria has implemented an in-depth evaluated practical eco-driving project at national level.

Austria: <http://www.klimaaktiv.at/mobilitaet/spritsparen.html>

Another example is the eco-driving pilot project in Croatia. It was developed by a private company for vehicle sale and maintenance in cooperation with the Ministry of Environmental and Nature Protection, Ministry of Maritime Affairs, Transport and Infrastructure and the Environment Protection and Energy Efficiency Fund in 2013. It relied on a scientific study performed by the Faculty of Transport and Traffic Sciences in 2011. The project aimed to prove the justifiability and the advantages of eco-driving education: increased traffic safety, improvement of driving competency, economic justifiability by reducing fuel consumption and maintenance costs, social responsibility through more responsible driving, reduction of stress as well as greenhouse gas emissions, air pollutants and noise. The project included 170 drivers from 18 companies. Until November 2013, savings in energy consumption and emissions, reduction of engine operation, usage of the braking system, accelerator and of unnecessary downtime and noise, and other environmental and financial impacts were achieved.

Croatia : http://www.iru.org/cms-filessystem-action/Events_2013_ecovilnius/Samardzic.pptx

Almost all UNECE countries take measures to support a reduction in noise emissions from transport activities. While noise emissions were more likely to be addressed in Western European countries or EU accession countries than SEE and Central Asian countries in 2011/2012, in 2013 this geographical disparity has decreased.

There is a variety of individual tools available and used by countries: from town planning and use of sound barriers, improved vehicle technology (cars, trains, planes) to financial penalties in particular for airplanes with high noise emissions. Addressing transport related noise pollution is often part of the efforts to transpose the EU regulation “Assessment and management of environmental noise”, in particular in EU accession countries.

4. Promote policies and actions conducive to healthy and safe modes of transport (Priority Goal 4)

Road Safety Programme – Increasing safety education

Road deaths have been cut by 58% in Lithuania since 2001, the third best reduction in road deaths among EU countries. These results have been achieved through a concerted effort of more efficient traffic controls, activities to educate traffic participants and improvements in infrastructure.

According to the National traffic safety development programme 2011–2017, an Inter-institutional Action Plan 2012–2014 has been adopted, which includes major aims such as ensuring that all traffic participants have a good level of safety education. The major tasks of the Lithuania development programme are to train traffic safety specialists, teachers (driving instructors) and improve their skills, to introduce traffic safety culture skills in education institutions from a very early age, to improve the quality of driving training (for example: eco-driving), and to generally educate society on road safety.

http://www.etsc.eu/documents/ETSC2011_PIN_Report.pdf

Country: Lithuania

All UNECE Member States do have policies and actions conducive to healthy and safe modes of transport.

The main focus of the policies is the promotion of road safety, mainly through national strategies/programmes for road safety, national action plans for road safety, national traffic codes information initiatives and campaigns. Also national strategies for sustainable development can include measures to increase safety and investment in infrastructure. Central Asian countries do often address healthy modes of transport through national environmental action plans and the management of air and noise pollution sources, although here as well road safety programmes are increasing.

National programmes and policies to promote walking and cycling are increasingly reported within urban development policies to create urban barrier free environments, cycling lanes and recreation facilities, transport policies and health oriented approaches (e.g. health-in-all policies approaches and national action plans on physical activity).

Nearly all countries of the Region have transport policies and actions focusing on vulnerable groups. Although vulnerable groups are more likely to be addressed by policies in Western European countries or EU accession countries, SEE and Central Asian countries show increased efforts to address healthy and safe modes of transport for vulnerable groups.

Inequalities in access to transport, in particular for people with disabilities, are addressed by a large number of policies and actions, in particular in Eastern European Countries and SEE countries. These policies do cover a large variety of measures, reaching from urban development policies to create urban barrier free environments through new construction of new amenities or rehabilitation of existing infrastructures, adaptation of the transport infrastructure (bus and train stations etc.) and vehicles to specific groups of users (children, persons with disabilities, the elderly people etc.).

Across the Region, policies focusing on children do address mobility and accident prevention education and road safety measures (traffic codes etc.)

Pedestrian Paradise in Bishkek - Promoting healthy and safe lifestyles

The road safety situation in the Kyrgyz Republic requires serious attention. On 22nd September 2013, an event, named "Pedestrian Paradise", was initiated by the City Development Agency. This year the Festival was held under the slogan "Move in the rhythm of a green city!" and had the aim of improving traffic safety on the streets and promoting a healthy lifestyle among Kyrgyz citizens.

EASST's Kyrgyz partner Road Safety NGO took part in the pedestrian awareness event on the streets of Bishkek.

Materials were distributed regarding pedestrian safety accompanied by other awareness-raising activities aimed at tackling the conflict between pedestrians and drivers in Bishkek. Road Safety NGO, in partnership with the City Development Agency and others, advocated for stronger legislation that will more clearly define the rights of pedestrians.

More than a hundred representatives of companies and organizations registered for the event.

<http://www.db.kg>

Country: Kyrgyzstan

D. Implementation of the PEP

1. THE PEP mechanisms

In the Amsterdam Declaration of THE PEP, Member States called for the development of NTHEAPs by making use of existing mechanisms, plans and programmes in the field of transport, health and environment or by building on national processes across the three sectors.

Half of the countries have either implemented or adopted a national transport, health and environment action plan. Although this is valid across the UNECE Region, finalized / implemented NTHEAPs are more common in the Western part of the Region. Despite the increased amount of action plans, many countries still do not have any NTHEAPs planned. Plans under preparation at the beginning of the reporting period in 2011 still have not been finalized, independently of their geographical location showing that the development, adoption and implementation of a NTHEAP still requires many efforts and time.

There are several ways to go about developing and implementing a NTHEAP. These plans are mostly planned as national strategies, and only to a less degree do include sub-national components. With one exception, transport-related interventions are introduced into an existing NEHAP or transport actions plans, and are not standalone documents. THE PEP is predominately perceived to be useful in the development of the NTHEAPs, however the key role of the PEP is acknowledged in particular at the end of the implementation process and to some less extent in counties of the Caucasus and Central Asia.

The relay race, a series of topical workshops, initiated by the Amsterdam meeting and the Declaration as one of concrete implementation mechanisms of the PEP, as well as THE PEP Partnership providing technical assistance for the development of NTHEAPs are well established and accepted tools supporting countries in the development and the implementation of a NTHEAP.

Around half of the countries have contributed to the past relay race workshops. While most contributions were provided through technical expertise, in particular in the case of countries

of Central Asia and SEE countries, financial support, in combination with technical expertise, was ensured by Western European countries, making it dependent on a few donor countries.

Financial contributions to the relay race workshops have though decreased over the reporting period, partially perhaps because of the often quoted cuts in budgets.

Over the reporting period, Member States have supported THE PEP partnership slightly more than the relay race workshops. Similarly to the relay workshops however, contributions were more of technical nature and financial contribution decreased over time, making the organization of the partnership rely on some few donor countries of Western Europe.

Only half of the countries can rely on formal networks of professionals (apart from the Focal Points) to support the implementation of THE PEP. These networks can be of varying nature and there can also be several networks operating in parallel in a country.

Possible types of networks are:

- Governmental coordination mechanism mainly focusing on intersectorial work either at national and/ or local level;
- Environmental health professionals groups and associations;
- NGOs working group monitoring THE PEP implementation;
- Other networks operating in the area of transport, mobility and health, e.g. WHO Healthy Cities Networks, national cycling task force and associations.

Coordination networks (governmental and other) are better represented in Western European Countries and are also receiving the strongest financial and political support.

The existence of supporting network in countries is however fluctuating: over the reporting period, some countries reported on an enlarged number of networks, while other experienced a decrease in support.

Establishment of a bike path in Baku – Achieving results through informal networks

An informal national working group cooperating with city authorities has been established in Azerbaijan in 2012 with the aim to promote the PEP's objectives and the Goals of the Amsterdam declaration. Main actors are the health, the transport and the environment sectors.

The working group substantially achieved to push forward a project on the construction of a bike path in Baku. This 2 km long bike path was opened in April 2012. Bike and helmet can be rented at an acceptable price. While in 2012 there were 84 bikes, the number has now increased to approximately 100. Electric cycle rickshaw that can be used as bikes when turning of the electric engine, can also be used to access the site.

This project underlines the benefits of informal working structures. The project intended to promote leisure activities within the Baku city centre is one of the first national attempts to promote cycling as leisure and alternative means of transportation.

<http://www.trend.az/news/society/2019917.html>

Country: Azerbaijan

2. Policy and regulatory framework

THE PEP is formally coordinated by a governmental body or structure in half of the countries, with no geographical disparity. Most national coordinating bodies are composed by representatives of the environment, health and transport sector. The sectors' representation in coordination body is often in line with the amount of THE PEP Focal Points, underlying the

importance of nominating three Focal Points per country. Urban planning is more often part of the coordinating bodies than it was in the past. NGOs do also play an important role, not only in Central Asian countries but also in Western Europe and SEE countries. Other sectors like interior, finance, agriculture, education, and the academia are less often represented.

Integrated policy making of the three THE PEP sectors is reflected in other national policy documents in more than half of the countries. Missing integration in other policy documents is mostly relevant for countries in Central Asia. No change and improvement over time is observed.

Other listed documents can be of varying nature and there can also be several documents relevant in parallel in a country.

Possible types of policy documents are:

- NEHAPs / CEHAPs
- Sustainable Development Plans
- Policies on climate change
- Environmental management plans and policies at national and/or local level
- Transport Strategies and transport safety plans
- National urban development plan
- Electric mobility plans and walking and cycling plans
- Public health strategies.

Environmental policies or plans as well as sustainable development plans appear to be the documents mostly reflecting integrated policy making of the three sectors, in particular in the EECCA countries. Integration into NEHAPs and CEHAP however is more established in Western European Countries and SEE countries, most probably due to the fact that many Central Asian countries do not have any CEHAPs or NEHAPs.

Awareness raising in relation to the need to increase and foster integration of the three sectors is addressed in national documents of only less than half of the Members States, but is progressively being addressed. The documents appear to be mostly from Western European countries and SEE countries and be part of action plans with a coordination function (CEHAPs, development strategies).

Public budgets and / or economic incentives to support the integration of the three sectors are however very rare and available mostly in Western European countries. They are allocated within specific projects / programmes targeting i.e. climate change, cycling plans etc. and less within national strategies (NEHAP etc.). This seems to be in contradiction with the findings above, that coordinating strategies and plans do stress the need to increase the integration of the three sectors. These conclusions point to the key challenge of intersectorial policy-making, mainly the lack of attributed budgets and resources.

E. Challenges and enablers of THE PEP

1. Challenges of THE PEP

Main identified challenges of THE PEP are as follows:

Voluntary nature of THE PEP

THE PEP is not a legally binding instrument and its voluntary nature makes it difficult to implement it. In particular for EU accession countries, where priority is given to meet legal

required EU standards, norms and regulations, implementation of voluntary tools and agreements is felt to be less a priority.

Difficulty in achieving intersectoral work

The lack of cooperation and communication between THE PEP's relevant sectors is felt to be a key challenge for the national processes. Missing coordination bodies, limited Focal Points and lack of involvement of professionals are strong barriers to the achievement of the Priority Goals for the Amsterdam Declaration and THE PEP.

Budget constraints

THE PEP does not provide direct financial support for the implementation of THE PEP and at national level funding sources are often limited. At a macro societal level the economic crises and financial constraints have forced all sectors in all countries with long-term budget reductions. Economic interests present in many areas of society (and industry) make the shift to environmentally transport often difficult.

Structural difficulties

Changing personnel and administrative structures, as well as lack of time by national staff to participate into international workshops, conferences etc. do represent a major concern for national structures to implement the goals of THE PEP.

Monitoring and evaluation

Clearly defined and communicated indicators for monitoring and reporting on implementation of THE PEP are missing. THE PEP's objectives are long-term goals that are difficult to change over short time periods. Short, medium and long-term targets are missing.

Difficult implementation of international agreements at national level

The implementation of international resolutions etc. is difficult at national level. Support to apply international requirements at national and local level is felt to be not strong enough in THE PEP.

2. Enablers of THE PEP – The way forward

In response to the above mentioned challenges, the review could identify key factors as well as recommendations for further strengthening the process at national level and for providing elements to adjust THE PEP work programme to better meet the needs of Member States.

Strengthening the implementation mechanisms of THE PEP

The establishment of a coordinating body at national level with defined terms of reference, defined responsibilities and a clear structure for the flow of information is key to success of THE PEP. Nomination of Focal Points from all relevant sectors (transport, health and environment) needs to be ensured in all countries in order to guarantee a formal consultation and cooperation process. Working groups organized around key thematic areas and Priority Goals of the Amsterdam Declaration would be beneficial not only to the overall achievement of the process but would also reduce the work burden on some few national officials.

THE PEP could encourage this by requesting the (re-)appointment of Focal Points and coordinating bodies.

Policy frameworks

The integration of transport policies with other policy sectors should be a priority and the creation of NTHEAPs or the adaptation of existing National CEHAP / NEHAPs should be further promoted and supported by THE PEP.

Knowledge exchange and capacity building

Workshops

Implementation of workshop raising awareness on THE PEP's objectives and priorities and providing information are essential for national capacity building. The workshops should on one hand continue to allow international exchange, on the other hand THE PEP sub-regional workshop focusing on regional priorities and needs would allow for targeted actions.

Toolbox

Member States suggested to further develop THE PEP Toolbox containing good practices, policy briefs on selected topics, relevant assessment tools like HEAT, etc.

Clearing house

The overarching goals of THE PEP Clearing House should be strengthened in order to better promote, disseminate and exchange focused and comprehensive information and data on all topics relevant to the inter-relationship between transport, health and the environment. Emphasis should be put in particular on the needs of national and local authorities.

Increasing accountability of three sectors

There is the need of better highlighting the potential benefits (health, jobs, etc.) of a radical shift to a more integrated approach between the sectors. In this context, Member States suggested to promote the concept of "beyond mobility", including the definition of common indicators for the three sectors ensuring a clear accountability of transport developments in terms of specific health and environment criteria (indicators).

Involve larger number of relevant actors at different policy levels

The success of THE PEP relies on the commitment of actors beyond environment, health and transport. The integration of urban transport management and policies for land-use planning has increasingly being recognized by Member States and calls for a stronger involvement of the urban planning sector. Urban environments need to prepare for demographic, social and environmental change and for supporting green and health-friendly urban and sub-urban mobility and livelihoods.

Direct technical support by THE PEP secretariat towards countries.

Countries need more direct support in order to tackle national priorities and challenges. Member States ask for more targeted activities reflecting specific country needs.

Support funding search and funding strategies

Member States suggest that THE PEP could support them in defining and drafting funding strategies, provide capacity building for screening possible funding mechanism (e.g. EU-projects) and raise funds with international funding bodies.

Communication and awareness-raising

There is a need to have THE PEP be more visible during international events/activities related to transport sector.

F. Summing up THE PEP policy response

Major achievements towards the national implementation of THE PEP and the Goals of the Amsterdam Declaration have been met. The intersectorial nature of THE PEP is often cited as a good example of intersectoral cooperation which has been mirrored at a national level through the setting up of a several transversal working committees, the implementation of policies and strategies and the organization of national and local programmes and capacity-building workshops.

Amount, quality and priority areas of the achievements do however still vary across the UNECE Region reflecting unequal availability of funds, political support and tools. There are still challenges in creating a shared understanding of the main pillars of sustainable transport.

Countries more actively engaged in THE PEP, particularly through THE PEP workshops/relay race, and its partnerships, as well as development of NTHEAPs mirror a larger number of achievements. This seems to indicate that direct engagement and involvement in THE PEP does provide added value to Member States. In particular, the existence of Focal Points representing the three sectors of THE PEP plays a key role for liaising between THE PEP and the national governments and thereby strongly supports the achievement of THE PEP's goals.

II. Compendium of staffete experiences: THE PEP “relay race” workshops (2009-2013)

The PEP Staffete was launched at the 3rd High-level Meeting in January 2009 in Amsterdam, as one of the main implementation mechanisms. Six workshops were held under the auspices of THE PEP staffete from 2009 through 2013 as follows:

2013

Workshop on Green and Health-Friendly Sustainable Mobility: Focus on Urban Central Asia, Almaty, Kazakhstan (26 - 27 September 2013)

2012

Workshop on Sustainable Development of Urban Transport: Challenges and Opportunities, Moscow, Russian Federation (07 - 08 June 2012)

2011

Working Together for Sustainable and Healthy Urban Transport: a capacity-building workshop under THE PEP, Kyiv (08 - 09 June 2011)

2010

Safe and Healthy Walking and Cycling in Urban Areas, Batumi (30 September - 01 October 2010)

Sustainable and healthy urban policies, Skopje (07 - 08 June 2010)

2009

Safe and healthy walking and cycling in urban areas, Pruhonice (24 - 25 September 2009)

THE PEP Workshops: six different cities

The six workshops that took place from 2009 through 2013 were held in very different environments, with different size cities and at different levels of urban development. The priority issues and the political focus are, as a consequence, were often dissimilar.

Each workshop concluded with the agreement of a list of “Action Points for Policymakers.” The number of action points ranges from 5 (Batumi) to 6 (Kyiv) 7(Prague and Almaty) 8 (Skopje) 9 (Moscow). Although the wording of the action points differs from city to city, the core problems are basically the same. Some of the main challenges are outlined below.

Impacts of transport on health and environment: policy challenges

The impacts of transport on human health and the urban environments are local as well as global (e.g. the health impacts of air pollution and the environmental and climate change impacts of greenhouse gas emissions). By the same token, the health benefits of reduction in individual car use and an increase in physical activity for example through active mobility like walking and cycling has co-benefits to both human health (through the reduction in non-communicable diseases like cardio-vascular disease, respiratory disease and obesity) and to the environment (improvement in land use and the resilience and attractiveness of urban areas by promoting various options for transport).

The ultimate aim is to make stakeholders aware that sustainable urban transport contributes to healthy environments and helps in preventing accidents as well.

Sustainable mobility: an integrated policy approach

Decision-making for sustainable urban transport policy happens at national, regional and local levels. Each country has its own institutional system. The competences of the various authorities vary greatly in the fields of transport, health and environment policies. In this respect, data collection regarding urban mobility, emissions, and their impact on human health needs to be improved, in particular to ascertain the consistency of data available at the various levels. Surveys carried out at regular times on patterns of urban mobility, especially on public transport use, should identify critical points and measures to be implemented to improve urban mobility.

For better coordination in decision-making, the utmost attention should be paid to sharing good practices at all levels (local, national and international). This is where THE PEP comes in, with its toolbox and partnership mechanisms, including the staffete relay race as a platform for international cooperation on sustainable and health-friendly urban mobility.

Involving all stakeholders: vertical and horizontal integration

Involving all stakeholders implies that all stakeholders work together in a collaborative and constructive manner. This involves national authorities, local governments, the transport and health sectors, town planners, the business community and civil society. This requires both vertical integration (from Ministerial level down to grass roots and community, civil society organizations who plan an important role in sustainable development policy, public participation, access to environmental information and awareness-raising; and horizontal integration: a coordinated policy approach among the three sectors, transport, health and environment, ideally, through joint meetings.

Other entry points to a successful integrated policy approach include:

- Recognizing and supporting forward-looking initiatives by private citizens and NGOs;
- Involving all stakeholders from an early stage and in a constant manner in order to influence the mobility behavior and encourage sustainable consumption patterns of consumers, a prerequisite to the implementation of sustainable urban transport.

Gathering support: awareness-raising and public participation

Before modifying their mobility behaviour, people have to identify themselves with the policy objectives. Communication and awareness-raising campaigns are therefore strategic for gaining public support, in particular regarding demand management policies, for example through the following approaches:

- Liaise with local and municipal authorities and make public the results of surveys and follow-up of policies in order to foster transparency in decision-making;
- Make the best use of the local and national health systems in order to highlight health impacts and benefits in transport policy.
- Devise and support awareness-raising campaigns aimed at the public at large regarding the advantages of «human-powered mobility» as a viable, healthy and safe alternative to private car use; Reach out to parents and children through demonstrations, rallies, publicity, in order to raise awareness and promote walking and cycling.
- Work with the media in order to raise awareness of walking and cycling through public events such as the opening to the public of pedestrian areas and cycling paths.

Highlighting all impacts: local and global

The expected effects/impacts of sustainable transportation policies are local (reduction of air pollution) as well as global (reduction of GHG emissions); apply to people (improved health) as well as to territories (land use).

Such policies also bear indirect effects and the « virtuous cycle » generated by such policies should be highlighted. Encouraging walking and cycling in cities can lead to accidents if the appropriate safety measures and infrastructures are not in place; but promotion of active mobility can also reduce accidents, by gradually making motorists aware that they are sharing

the road with pedestrians and cyclists and eventually affording them the same “rights” or dignity to use the roads. Moreover, modal shift from private car use to public transportation and walking and cycling allows both a decrease of car-related stresses and an improvement of the health situation through physical activity and a reduction in sedentary lifestyles. Furthermore, promoting various options for transport and land use may reinforce the resilience of urban areas.

THE PEP tools: Developing technical solutions

In order to improve the performance and efficiency of transport systems in urban areas, THE PEP Workshops recommended to:

- Set up technical standards for private cars and public transport vehicles.;
- Develop low cost measures in order to make existing bus fleets cleaner;
- Support technological changes in order to reduce the ecological footprint and increase the efficient use of transportation;
- Promote innovating transport technologies and solutions aimed at improving urban mobility such as Intelligent Transport Systems (ITS), including traffic management, monitoring and signals;
- Promote technological cooperation;
- Make e-bikes (electric bikes) an innovative action within cycling development strategies in order to promote their attractiveness and accessibility, reach new users previously uninterested in cycling and promote cycling in hilly areas.

Furthermore, with a view toward improving services and supply for sustainable mobility, the Workshops recommended Governments and municipalities to:

- Provide bicycle parking areas and relay parking areas that are safe and well lit in order to prevent theft;
- Develop as far as possible fast and dedicated cycling lanes and infrastructure adapted to the needs of faster cyclists;
- Introduce magnetic transport card devices in order to make simpler the multimodal use of the public transport system; and
- Publicize in the media the cycling paths and their accessibility through the use of mapping information technologies (GIS/GPS).

Communication: public awareness of green and healthy transport

Opportunities should be created as well as prevention campaigns and exercises in order to reach the public at large, promote a systemic global and integrated culture of cycling and walking. In that respect, public places (schools, town halls) and institutions might be used to increase the general public's awareness on methods and models used for assessing the impact of transportation upon health and environment.

Furthermore, campaigns on improving driving behavior, energy efficiency and road safety should be promoted within specific programs, such as eco-driving activities.

Last but not least, the promotion of use of THE PEP material (HEAT, THE PEP toolbox) at national, regional and local level is essential.

THE PEP-related Guidebooks and Guidelines

THE PEP Workshops gave rise to the development of a range of guidebooks and guidelines, covering a wide spectrum, such as a manual for the development of National Transport, Health and Environmental Action Plans (NTHEAPs manual); Jobs in Green and Healthy Transport; A pocket guidebook of funding for sustainable transport through the EU, and Working Together: Integrated Policy Approaches to Sustainable Transport.

Further guidebooks could focus on active (human-powered mobility) to, for example, set forth certain principles to underline the importance and viability of walking and cycling as legitimate and feasible modes of urban mobility. As an illustration, principles governing the definition of walking and cycling infrastructure might e.g. be the following:

- **SAFE** and perceived as such in all weather conditions, day and night;
- **ACCESSIBLE** with an uninterrupted network connected with public transport services;
- **CONVENIENT** in order to enable direct and well signaled access to housing, commercial and areas and workplaces;
- **COMFORTABLE** in order to meet the needs of all users including children, the elderly and people with reduced mobility; and
- **ATTRACTIVE** as regards cleanliness, low noise level and quality of infrastructure (including bicycle parking lots).

Active mobility and sustainable land-use planning

National policies for sustainable urban transport should influence and support the objectives set for land use, health and environment. Such policies should be consistent as a whole (investments, traffic and mobility management) and consistent with other public policies such as environment, health, land use and finance).

States should therefore develop NTHEAPs (National Transport, Health and Environment Action Plans) in order to coordinate their national policies across these different domains. Local actions may also produce tangible results worthy to be taken into account at national level; they may serve as good practice to induce other local governments to develop similar actions

Assessing progress: benchmarks and indicators

Reliable and robust data form an empirical basis for urban mobility policies. Data are not easily accessible and as such make benchmarking difficult. To measuring properly means identifying the main transport-related factors that define “quality of life” in urban areas. These could include employment availability, safety and urban amenities and services. Effective implementation of urban mobility policies requires moreover an integration with environmental and health objectives.

Assessments are important because they underscore policy objectives that have been set, such as reducing air pollution and noise levels, improving safety (by limiting driving speeds) and quality of life. Assessments may include, for example, checking whether transport infrastructure provides enough space for non-motorized traffic or to calculate the benefits to health of walking and cycling.

Strengthening governance to support green and healthy transport

Coordination between institutional levels should be improved in order to foster work in common, responsibilities and investment sharing of strategies and implementation measures by decision-makers in the fields of transport and environment. Such measures aimed at promoting sustainable urban transport should cover the fields of legislation, planning, financing, implementation and monitoring.

Partnerships development for new synergies between health, environment and transport policies should be supported. Likewise, the implementation of principles and mechanisms set up in the THE PEP guidebook regarding institutional conditions favoring the integration of transport environment and health policies should be promoted.

The governance scheme to be set up covers all institutional levels. National governments should provide an institutional framework in order to prompt cities to include emission abatement targets in their transport policies. On the other hand, local and regional governments should submit their concerns at national level in order to enable proper coordination of local and national policies.

Technical governance should be performed through practice exchange; it must e.g. meet the needs of development of consistent data collection methodologies. Technical cooperation should also be promoted through joint action of business, public authorities, research and development community and technology suppliers.

Financing sustainable urban transport systems: investment and incentives

Financing public transport rather than road infrastructure requires awareness of all beneficial effects -including financial – of investment in public transport.

Proper tuning of investment requires taking into account health and environment objectives and land use priorities in case funds are allocated by the State to local governments.

Investment should not be concentrated in capital towns in order not to miss breakthrough opportunities in other key urban areas.

Where competence over urban transport belong to local government, competence over financial issues should be given in a transparent manner in order that local governments, at town or regional level, are able to carry out fully their competence over development of sustainable mobility.

Developing sustainable transport systems implies research work. Research development and testing of solutions for promoting sustainable urban transport and land planning solutions should be organized and financed.

Pricing and fiscal policies should, in all areas, send the right messages aimed at promoting sustainable urban transport. In particular housing and real estate development policies should not induce congestion and 'urban sprawl'.

Resources generated by such policies should be allocated to strengthen environment and health-minded policies. Furthermore, revenue stemming largely from motorist-taxation should be allocated at the level of local government in order to facilitate the political acceptability of such charges. Private sector involvement through PPPs should define competition and market rules as well as services and service quality. Public-Private Partnerships (PPPs) in public transport should be regulated in order to provide balanced benefits between partners with complementary functions.

Employers should be incentivized towards sustainable urban mobility policies, in particular the setting-up of company mobility plans. Employers, whether private or public, should be made aware of the relevance of financing bike-commuting through economic incentives and equipment such as bicycle-parking lots and showers.

Bike-sharing systems at urban and regional level should be acknowledged as improving mobility in city centers and may be attractive for PPP financing schemes.

Progress made following THE PEP Workshops

Below are some examples of progress made following THE PEP Staffete Workshops. Information was provided by the Member States, host governments to the workshops to highlight lessons learned and concrete activities that took place as a result of the hosting of the workshops.

BOX 1: PROGRESS MADE IN BATUMI – THREE YEARS ON

In 2010 Georgia hosted THE PEP workshop in Batumi on safe and healthy walking and cycling in urban areas. Batumi is a seaside city on the Black Sea coast of Georgia. While industries of the city include shipbuilding, food processing, and light manufacturing, most of its economy revolves around tourism. The workshop brought together 65 representatives including governmental officials, national and local authorities, representatives of private sectors, academia, non-governmental organizations (NGOs) and international experts from more than 16 countries.

At the time of the workshop, the infrastructure of Batumi was in the process of planning and development. Thus the recommendations provided by the meeting participants, as well as involved foreign experts, lent support to the ongoing process of revitalizing the city's infrastructure.

An awareness-raising rally on cycling and walking was held along the city center and an excursion to discover Batumi's walking and cycling potential took place along the existing infrastructure.

Moreover, there was the launch of the first Walking School Bus in Batumi.

After this successful workshop, awareness of society at all levels, including political, has increased. Those activities that gave specific results include: construction of cycling lanes in many cities (Batumi, Kutaisi, Rustavi, Kvareli); development of road infrastructure that improves safe walking and cycling; upgrading legislation regarding new safety measures on roads; renovation of public transport etc.

Public works to create a network of bicycle terminals in Batumi are now underway. Under the terms of the project, 150 modern bikes were delivered from France to Adjara. Anyone who wishes may rent them.

Several bike parking places have been arranged in the city. Tourists wishing to take advantage of environmentally-friendly vehicles will be required to obtain a special plastic card to rent them, while local residents will have special tickets. Bike lanes are already organized all over the city.

The seaside park is one of the charms of the city. Batumi-dwellers call it the “Boulevard”. Currently the Boulevard is arranged with special bike lanes. Batumi is a city that can become a bicycle capital of the Black Sea as its landscape and infrastructure create the perfect setting for this.

BOX 2: SUSTAINABLE MOBILITY IN KYIV -- TWO YEARS ON

“Working Together for Sustainable and Healthy Urban Transport”: THE PEP capacity-building workshop was held in Kyiv in June 2011. About 40 representatives of different organizations working in Ukraine participated in the workshop, together with their colleagues from other countries.

One of the most significant achievements of the project was the cooperation between Ukrainian official structures, which previously did not often act together, as well as collaboration with representatives of other sectors of society.

Among achievements and improvements, the following should be underlined:

1. Over the past two years, cooperation was developed and strengthened. Officials from the Infrastructure (transport) Ministry and Environment Ministry worked together on creating such strategic documents as the Action Plan for National Environmental Strategy and participated in the process of public assessment of environmental policy in Ukraine as observers and participants of public meetings.
2. Experts and officials who participated in THE PEP workshop take part in several EU projects connected with transport and environment. The most visible of them are:
 - a. EU funded project “**Support for the implementation of the Transport Strategy of Ukraine (STS)**”, which is designed to help the Ministry of Infrastructure with the implementation of the Ukraine’s National Transport Strategy and to reinforce cooperation between Ukraine and the EU in the transport sector. On June 19-22 2013 the International Conference ‘On Pedestrians and Cyclists Safety’ organized by the International Road Safety (La Prévention Routière Internationale, PRI) and the All-Ukrainian NGO “Ukrainian Road Safety Association» under patronage of Vice Prime Minister Hryshchenko was held in Kyiv.
 - b. The Sustainable Urban Transport Project (GIZ-SUTP), which aims to help the developing world cities achieve their sustainable transport goals, through the dissemination of information about international experience, policy advice, training and capacity building.
3. Kyiv City State Administration (KCSA) further developed its activities on traffic management in the city (as presented at the workshop), showing good collaboration between KCSA, businesses and NGOs acting in the field of sustainable mobility.
 - a. Intercepting parkings were opened near underground stations.
 - b. Installation of trams in Kyiv. The next step is electro-bus production in Kyiv. The project is in a pilot stage now.
 - c. Another pilot is arranged by KCSA in cooperation with “Bio-auto” company, which is interested in developing electro-transport and will invest in the project.

As was said at the Press Club (October 2013, Kyiv), “An innovative approach to electro-transport developing needs to be implemented on a complex base.” The company already provided electromobiles for different types of services, and as taxis. KCSA is preparing the relevant infrastructure for this. It is expected that 20 quick charging stations will be built in Kyiv and about 200 electromobiles will be involved in public services.

4. Various bikes’ communities are actively developing, as well as infrastructure for this purpose, starting in Lviv and Kyiv. The projects are assisted by GIZ and by the cities’ administrations. There are a number of events: European Mobility Week become more and more popular, a competition on the best bike employer, various street performances etc. The bike-community of Kyiv takes part and advocates for developing appropriate infrastructure in the city. .
5. Special issue: sustainable transport development in the Carpathians. The Protocol on sustainable transport and infrastructure is prepared under the Carpathian Convention with active participation of Ukrainian representatives (both officials and CSOs), it is expected to be presented and approved by the Conference of the Parties in September 2014. EU funded project “Velokraina” on developing bicycle transport in the Carpathians has become popular and is further developing in the mountain region.
6. Main needs and challenges:
 - a. Better access to information for the public. For now the main information sources are run by CSOs and two international projects (mentioned above).
 - b. The mainstream media occasionally covers visible events (like street actions) but does not pay attention to strategic or infrastructural items if they are not included into such actions. Information about innovations is mainly shared via social networks and reaches those already engaged. It is necessary to involve more mass media for raising public awareness and to educate journalists.
 - c. Better information exchange between relevant ministries. It is still a need to create a virtual platform for collecting information, or use existing ones (as it was suggested at the workshop in Kyiv). Such information resource should be well promoted and known.

BOX 3: THE PEP WORKSHOP ALMATY – IMPACT ON URBAN CENTRAL ASIA

Almaty is the largest city in Kazakhstan and is very dynamic. At the same time, the city faces typical problems of urbanization. Population growth and improved economic performance led to an increase in car ownership. Transport pollution in Almaty is the key critical risk factor for the health and well-being of citizens. Hence, 2013 in Almaty was declared as "Year of the Public Transport" city authorities of Almaty decided to host THE PEP conference in order to discuss a sustainable mobility issue and to share best practices across different regions of Central Asia.

The uniqueness of THE PEP initiative is that it provides an excellent platform to discuss and develop practical recommendations for city transport infrastructure. These workshops also help to promote understanding of "sustainable development" of urban transport systems and change the way people think.

Supported by UNDP/GEF City of Almaty Sustainable Transport Project (CAST) representatives of municipality of Almaty took part in the THE PEP workshop "Sustainable Urban Transport: Challenges and Opportunities" held on June 7-8 2012 in Moscow. The seminar was attended by people from 13 countries (Japan, USA, Germany, France, Austria, Ukraine, Kazakhstan, Belarus, Norway, etc.). International and inter-regional exchange of experience resulted in development of practical recommendations for the development of cycling; experts have prepared specific proposals for electric vehicles and optimizing the parking policy. Based on the Moscow example, the UNDP/GEF Project and municipal authorities of the largest city in Kazakhstan decided to host the workshop in Almaty in 2013.

This workshop provided a unique opportunity for Central Asia countries to learn about and discuss green and sustainable mobility principles. Organized in cooperation with the Ministry of Transport and Communication, Republic of Kazakhstan, Akimat (municipal authority of Almaty), UNECE, WHO/Regional Officer for Europe and UNDP/GEF Project "City of Almaty Sustainable Transport," the workshop brought together over 100 experts from national and municipal authorities, private sector, civil society and academia for working together to develop strategies and measures to promote sustainable urban transport and at the same time to ensure healthier and environmentally cleaner urban areas.

International experts spoke about the measuring and calculation of CO₂ emissions from transport; the importance of air quality as a risk factor for health; road safety, cycling promotion, health benefits of active mobility and eco-driving. Experts from Moscow shared insights of recent transport reforms in their city. Participants provided recommendations for policy makers on improvement of air quality, integration of urban planning with transport, setting health and environment objectives, development of public transport systems as convenient and seamless networks and promoting active (human-powered) mobility as a viable transport mode for Central Asia countries.

Following THE PEP workshop and discussions about non-motorised transport, UNDP commissioned an international engineering company to perform a pilot project for a further introduction of cycling infrastructure in Almaty. International experts will support the city on developing the pilot route, with knowledge about bicycle planning and design standards. In Kazakhstan, especially from a recreational and sports (physical activity) perspective, the interest in cycling is great. Due to the general lack of bicycle infrastructure, the use of

bicycles as a mode of transport for daily trips is a missed opportunity. The project has an important role in increasing the so called utilitarian bicycle by a detailed design of the pilot route.

The work on improvement of the transport situation in Almaty is under way. The UNDP/GEF CAST project, run jointly with the Almaty City Administration, developed the City of Almaty Sustainable Transport Strategy for 2013-2023. The core of this project is a shift from private car use to more sustainable forms of mobility. The strategy envisages a more integrated approach, combining various modes of transport in a single system, and coordinating transport system with urban development plans. If the strategy is implemented, sustainable transport in Almaty (public transport, walking and cycling) will increase up to 55% by 2023. The city is also pursuing development of a modern mass rapid transit system in next five years.

Planning pilot bike route in Almaty



BOX 4: DEVELOPMENTS IN MOSCOW FOLLOWING THE PEP WORKSHOP 2012

There have been several areas of progress in Moscow since THE PEP Workshop and in other big cities in the Russian Federation, including:

- ❖ Further improvement of public transport systems (especially in Moscow, St. Petersburg, Kazan and Sochi), e.g. metro, special bus lanes, LRT;
- ❖ Implementation of parking police in Moscow;
- ❖ Development of cycling (Moscow, St. Petersburg) and expansion of pedestrian zones (Moscow);
- ❖ Governmental decision on transfer of 50% of public transport and municipal trucks to 2020 to the use of CNG (for cities with more than 1 million people) and 30% for cities with populations of more than 100 000.
- ❖ Discussion on the introduction of restricted access areas in connection with vehicle's environmental class (Moscow);
- ❖ Requirements on fuel quality (Moscow – Euro-4 and higher).

BOX 5: IMPROVEMENTS AFTER SKOPJE WORKSHOP 2010

Following the 2010 THE PEP Workshop, the city of Skopje saw concrete improvements as part of a long- term project, on policy and modernizing conditions for better and efficient public transport, walking, cycling, etc., to make progress in the areas of mobility of people, their health and environment in the cities. Similar projects are being carried out in other cities of TFYROM. Long term development, improvement and maintenance of present and future conditions in the cities and outside of them, for walking, cycling and better environment, benefitting the citizens, include:

- ❖ Bicycles routes: improving of the conditions for using bicycles for city traffic and recreation;
- ❖ Walking routs: to give citizens safety areas for walking, near to the rivers, parks and out of the cities, for walking and recreation;
- ❖ Cable lifts: to give to the different ages citizens, especially for older and younger generations, opportunities to go on the nearest mountains is easier, as well as to walk and cycling in areas with fresh air, outside of the cities;
- ❖ Modern boulevards: for better and faster motor traffic in the cities, with lower air pollution;
- ❖ Modern traffic remote controlled semaphores, equipped with video cameras: efficient traffic with elimination of congestion at roads crossings and less air pollution from transport; and
- ❖ New public traffic buses: comfortable conditions for the users, less pollution from modern eco-engines in, and improved public awareness for using public transport.

III. THE PEP Partnerships: 2013 AND BEYOND**What is THE PEP Partnership?**

THE PEP Partnership is one of the mechanisms adopted by the Third High Level Meeting on Transport, Environment and Health to push forward the implementation of the Amsterdam Declaration and the four priority goals of THE PEP in the period 2009–2014.

THE PEP Partnership serves three main purposes:

- To provide THE PEP with an effective mechanism to support the implementation of its work plan in aspects related to the development of tools and methods as well as to provide technical capacity to support member States in the implementation of THE PEP at national level;
- To strengthen ownership among potential partners (including member States, as well as international financial institutions, non-governmental and intergovernmental organizations and relevant academic and technical institutions) who would be closely involved in the work to be carried out under the umbrella of the Partnership;
- To provide a more solid and sustainable basis for human and financial resources made available for the implementation of THE PEP work plan at the national and international level, thereby overcoming one of the key weaknesses of THE PEP.

The main activities of the Partnership are:

- Developing guidance, methods, tools and training packages for integrated approaches to policymaking in transport, health and environment;
- Providing technical assistance at the national and subnational level for the development, implementation and evaluation of integrated policy approaches and the implementation of developed guidance, methods and tools, such as guidance on national transport, health and environment action plans (NTHEAPs), in particular in countries of Eastern Europe, Caucasus and Central Asia (EECCA) and in South-Eastern Europe (SEE);
- Fostering capacity building, training and the exchange of know-how and expertise, with a focus on the needs of EECCA and SEE countries;
- Developing supportive material and promoting research and the dissemination of results in areas addressed by THE PEP “relay race”;
- International advocacy and cooperation; and
- Information-sharing and dissemination and increased visibility of THE PEP.

The Partnership coordinates its activities in close contact with other international governmental and non-governmental organizations and cooperates with international financial and donor organizations which provide funds for programmes and projects related to the relevant topics for the implementation of THE PEP activities and of the Amsterdam Declaration.

The Partnership encourages partnership between the public and private sectors and their involvement in implementation of activities in line with its programme of work. It also encourages cooperation with educational institutions for enhancing capacity building activities in areas relevant to the achievement of sustainable and healthy transport.

THE PEP Partnership: what has been the experience to-date?

Since its launch in 2009, THE PEP Partnership has proven to be a very flexible and adaptable mechanism that allows different partners (interested Member States and Intergovernmental and Non-governmental Organizations, as well as academic institutions) to work together towards implementing a specific project/activity, which is part of THE PEP Work Plan. The main benefits of THE PEP Partnership as an implementation mechanism is that it can be

easily launched at the initiative of the interested partner(s), with the endorsement of THE PEP Steering Committee, it can accommodate new partners as it gets implemented, and can flexibly develop its work plan, as a function of opportunities and resources that arise.

THE PEP Partnership mechanism offers an excellent platform for international collaborative efforts of diverse partners, and can mobilize resources and capacities from different disciplines. Projects implemented under THE PEP Partnership umbrella support the achievement of one of the four goals of the Amsterdam Declaration, are clearly focused in their scope, fill identified gaps in knowledge and practice, are action oriented and targeted at providing member states with high quality products, and provide value added through the development of tools, methodological approaches, and sharing of good practices. THE PEP Partnerships are open-ended in terms of their membership and can benefit from both financial and in-kind contributions.

Overview of THE PEP Partnerships

So far, the following three THE PEP Partnerships have been initiated and are still underway: one for the development and expansion of the “Health Economic Assessment Tool (HEAT) for cycling and walking”, one on “Eco-driving” and one on “Jobs in Green and Healthy Transport (JGHT)”. Their scope, partners and achievements-to-date are briefly highlighted in the following section:

Health Economic Assessment Tool (HEAT)

Scope of the partnership

This partnership supports the implementation of goal 4 of the Amsterdam Declaration, which focuses on promoting policies and actions conducive to healthy and safe modes of transport, by developing and supporting the implementation of a web-based, easy to use tool for estimating the economic value of the impact of regular walking or cycling on mortality. The first HEAT was originally launched in 2008 for cycling only. Since, the partnership was further expanded, and supported the development of a new module for walking, which was launched at a side event of the International Transport Forum in 2011. HEAT is based on best available evidence, with parameters that can be adapted to fit specific situations. Default parameters are valid for the European context. HEAT can be applied in many situations, for example:

- to plan a new piece of cycling or walking infrastructure: it models the impact of different levels of cycling or walking, and attaches a value to the estimated level when the new infrastructure is in place (this can be compared to the costs to produce a benefit–cost ratio (and help make the case for investment), or as an input into a more comprehensive cost benefit analysis);
- to value the mortality benefits from current levels of cycling or walking, such as benefits from cycling or walking to a specific workplace, across a city or in a country;
- to provide input into more comprehensive cost–benefit analyses, or prospective health impact assessments: for instance, to estimate the mortality benefits from achieving national targets to increase cycling or walking, or to illustrate potential cost consequences of a decline in current levels of cycling or walking.

Partners

Over time, the following partners have joined in the development of HEAT: Austria, Switzerland, the United Kingdom of Great Britain and Northern Ireland, Germany and the European Commission.

Main outcomes to-date:

- HEAT on-line tool for cycling and walking;
- Launch event at the International Transport Forum in Leipzig in May 2011;
- Publication “Health economic assessment tools (HEAT) for walking and for cycling. Methodology and user guide. Economic assessment of transport infrastructure and policies” available in English, Finnish, French, German, Spanish and Russian;
- On-line training programme to support HEAT users based on monthly webinars;
- Update of the dose-response functions for both HEAT for cycling and walking and of the approach to conduct economic assessments to reflect new scientific developments;

Plans for future developments: Important opportunities to further expand the functionality of HEAT will be provided by “PASTA” (Physical Activity through Sustainable Transport Approaches), a project supported by the European Commission, which is expected to lead to the development of new modules to undertake more comprehensive impact assessments of cycling and walking interventions, which will take into account also the effects of air pollution, injuries and emissions of greenhouse gases, in addition to those of physical activity while cycling and walking.

Eco-driving

Scope of the partnership

This partnership supports the implementation of goal 3 of the Amsterdam Declaration, which focuses on reducing emissions of transport-related greenhouse gases, air pollutants and noise, by developing capacities to adopt a driving style that significantly contributes to reducing emissions of pollutants (Eco-driving) . In particular, the scope of the partnership is to:

- Disseminate knowledge about the concept of “Eco-driving” and approaches to its implementation with cars, trucks and buses, agricultural tractors;
- Exchange experiences among interested partners in the promotion of “Eco-driving” to professional and non-professional drivers;
- Provide opportunities for testing “Eco-driving approaches”, notably within the context of THE PEP relay/race events, and other international and national conferences and events,
- Promote the establishment of technical twinning programmes between interested partners;
- Promote the development of harmonized criteria for certification schemes for trainers and driving schools;
- Develop approaches to the assessment of the effectiveness of eco-driving and the maintenance of eco-driving behaviour over time.

Partners

Over time, the following partners have joined the Eco-driving partnership: Austria, Kazakhstan, Russian Federation .

Main outcomes to-date:

- Eco-driving demonstrations conducted on the occasion of THE PEP Relay-races in Moscow (June 2012) and Alma Ata (September 2013);
- Conference to launch the Eco-driving partnership held in Vienna, on 24-26 February 2014

Plans for future developments: The Eco-driving partnership will strive to enrol additional partners from both more experienced and less experienced countries, with the objective of promoting technical twinning's and exchange of experiences, as well as the development and implementation of capacity building initiatives to promote the uptake of eco-driving by professional and non-professional drivers.

Jobs in Green and Healthy Transport (JGHT)

Scope of the partnership

This partnership supports the implementation of goal 1 of the Amsterdam Declaration, which focuses on contributing to sustainable economic development and stimulating job creation through investment in environment- and health-friendly transport. Its purpose is to:

- Stimulate a debate and a shared understanding on what a job in green and healthy transport is by bringing environmental and health considerations into the existing discussion on “green jobs” creation;
- Document the breadth of existing experiences in Europe and other parts of the world with new policies and approaches for creating jobs in green and healthy transport;
- Analyse the potential of greening “old jobs” and creating “new green jobs” in transport and mobility and assessing the qualitative and quantitative impact of such approaches have on the environment, health, transport and the economy;
- Share good practice and disseminate experiences, policies and approaches;
- Develop strategies and actions for stakeholders to implement Goal 1 of the Amsterdam Declaration in order to promote green jobs in transport.

In its initial phase, through a review of existing studies, the partnership has uncovered a very sizable potential for the creation of new jobs through the promotion of cycling, walking and public transport. Encouraged by these initial findings, the partnership will explore the feasibility of developing new approaches to a more precise quantification of this potential for jobs creation across Europe.

Partners

The following partners have joined the initiative to-date: Austria, France, European Environment Agency (EEA), Organization for Economic Cooperation and Development (OECD), United Nations Environmental Programme (UNEP).

Main outcomes to-date

- Launch of a brochure on green and healthy jobs in transport at a side event of the Ministerial Conference Environment for Europe, which took place in Astana, Kazakhstan, on 21 September 2011;
- Development of a report on “Jobs in Green and Healthy Transport: Strengthening the economic case for environment-friendly and health-promoting transport policies. A scoping study on the potential for job creation through green and healthy transport”;
- Launch of a publication on “Unlocking new opportunities: jobs in green and healthy transport”

Plans for future developments: Future work should focus on identifying the current level of green and healthy transport jobs, and the potential additional jobs that might be created from further investment. This work will need to take a consistent and coherent approach by defining and applying a common methodology, including definitions, to estimate the number of jobs in green and healthy transport.

Signs and signals for cyclists and pedestrians

Scope of the partnership

This partnership supports the implementation of goal 2 of the Amsterdam Declaration with the objective to promote a more efficient transport system through inclusive and innovative environment- and health-friendly urban mobility schemes.

The partnership aims at increasing the attractiveness of walking and cycling, by improving the safety, accessibility and comfort of infrastructure for all users. Easily recognizable and familiar signs and signals that provide clear directions and information on distances and travel times are an important tool to make walking and in particular cycling more attractive and provide users with the necessary orientation in a complex urban space. However, there is not yet a harmonized approach to signs and signals for cyclist and pedestrians, which are mainly developed at the local level. The specific scope of the partnership is to:

- prepare an inventory of existing or planned rules and regulations as well as best practices on signs and signals for cyclists and pedestrians in UNECE and WHO/Europe member States;
- provide a scientific basis as a starting point for the harmonization of signs and signals for walking and cycling at national and international levels;
- contribute to the current review of the global Vienna Convention on Road Signs and Signals (1968) and the European Agreement Supplementing the Vienna Convention (1971) towards promotion of active mobility and the facilitation of pedestrian and bicycle tourism.

Partners

The partnership has been initiated by the Government of France following the 2010 Relay Race workshop in Batumi (Georgia). Based on questionnaires prepared by CETE East and CERTU, organizations of the French Ministry of Ecology, Sustainable Development and Energy, in cooperation with THE PEP secretariat, the following countries have cooperated in providing input and expertise for the inventory study: Belgium, Denmark, France, Germany, Italy, Norway, Poland, Russian Federation, Spain, Switzerland, United Kingdom and the

United States of America. The UNECE Working Party on Road Traffic Safety (WP.1) will be another partner to consider follow-up actions at pan-European and global levels.

Main outcomes to-date

- Development of questionnaires for cyclists and pedestrians in English, French and Russian
- Preparation and publication of a study on an inventory of existing or planned rules and regulations as well as best practices on signs and signals for cyclists and pedestrians in 13 UNECE and WHO/Europe member States. The information and the examples in the study could be referred to by local authorities or States wishing to develop such types of signs and signals

Plans for future developments

Following publication in English, French and Russian of the inventory and best practice study at the 4. High-level Meeting on Transport, Health and Environment (Paris, 14-16 April 2014), the study will be transmitted to the UNECE Working Party on Road Traffic Safety (WP.1), which is the guardian of several United Nations legal instruments harmonizing road traffic rules and regulations for consideration and follow-up action at pan-European and global levels.

Promotion of cycling (NEW! To be launched in Paris)

Scope of the partnership

This new proposed partnership supports the implementation of goals 4 of the Amsterdam Declaration, which focuses on promoting policies and actions conducive to healthy and safe modes of transport. Its purpose is to support strategies for the promotion of cycling at the national and international level by bringing together interested National Cycling Officers/National Cycling Representatives of Member States to:

- Collect existing knowledge on policies and approaches to promote cycling at the national level;
- Share good practice and disseminate experiences, policies and approaches;
- Monitor and evaluate the existing situation and potential of cycling at the national level and assess the qualitative and quantitative impact of cycling on the environment, health, transport and the economy, in synergy with THE PEP Partnerships on HEAT and JGHT;
- Develop Guidelines and facilitation tools to build up and implement Cycling Promotion Policies at the national level;
- Develop a network of National Cycling Officers to facilitate regular exchanges of experiences;
- Launch of a Pan-European Strategy on Promotion of Cycling (Pan-European Masterplan to promote cycling)

Main outcomes to-date

An initial meeting was held in Vienna in June 2013 in the context of the Velo-city 2013 Conference. It was attended by National Cycling Officers and cycling representatives from

Austria, Belgium, Czech Republic, Denmark, Finland, France, Germany, Hungary, Ireland, Luxembourg, Netherlands, Norway, Slovakia, Sweden, Switzerland and the European Cycling Federation. The meeting identified a need and scope for this partnership, and encouraged the Austrian delegation to propose to THE PEP Steering Committee the launch of this new partnership.

Partners

This partnership has been proposed by Austria for a launch at the fourth High Level Meeting on transport, Environment and Health, to be held in Paris on 14-16 April 2014.

Plans for future developments: Development of a recruitment strategy for the partnership and of a programme of work for the establishment of a Network of National Cycling Offices, as well as the development of Guidelines for Cycling Promotion Policies and of a Pan-European Strategy on Cycling Promotion to mobilize the necessary resources for the implementation of these activities.

Reflections and ways forward

The Partnership has provided THE PEP with an effective mechanism to address priority elements of the Amsterdam goals and THE PEP Programme of Work through international collaboration.

The main strengths of the Partnership lay in its capacity to develop action in areas where knowledge and practice need to be further explored. Importantly, it has allowed working on areas, where THE PEP brings its highest value added, notably at the interface between science and practice, on the one hand, and transport, health and environment on the other hand.

The Partnership has facilitated the dialogue between policy makers, particularly at the level of Member States, and technical experts, taking a pragmatic approach to developing user-friendly and evidence-based tools addressing the challenges of integrating environment and health considerations into transport policies, particularly in urban areas. The focus on public transport, cycling and walking, which often have been marginalized in the mainstream discussions about transport, has allowed exploring innovative and promising areas, uncovering the great potential of healthy and sustainable transport policies to contribute to economic, health, environmental and social objectives. The capacity to identify topics of **high relevance to policy makers** has been the spark for the initiation of new partnerships and the success of resource mobilization efforts.

Thanks to its **flexibility**, the Partnership can be joined by a diversity of partners, based on their interest in the topics addressed, and their capacities (technical, financial, political) to contribute to the work. Thanks to its voluntary nature, the Partnership, while remaining open to new members and new proposals for topics to be addressed, is not imposing activities on those, who are not interested in joining. On the other side, those who decide to join one of THE PEP Partnerships benefit from access to strong expertise and international support, and can develop a strong ownership of the results of THE PEP Partnership.

On the more challenging side, the Partnership sustainability and capacity to deliver is limited by scarcity of resources, which need to be mobilized by partners. This requires a continuous resource mobilization effort, and the need to proceed in a “modular” approach, so that each component of the work undertaken under the Partnership can be developed incrementally and independently, to ensure delivery of well-defined products. In addition, the number of partnerships that can be managed by THE PEP is limited by the human resources available to

THE PEP Secretariat, which plays a coordinating role for the development and implementation of the work.

An important follow-up to the Paris Fourth High Level Meeting on Transport, Environment and Health, will indeed be the effort to fully take advantage of the benefits provided by the Partnership as an implementation mechanism for THE PEP while addressing the present challenges to its sustainability.

IV Acknowledgements, references, photographs provided by Member States

This section will include acknowledgements of host countries and organizers, references to relevant documents and photographs of workshops and technical measures that resulted, e.g. cycle lanes and pedestrian walks, signs and signals for active mobility, green spaces, urban and spatial planning and other developments.
