

WORLD HEALTH ORGANIZATION
REGIONAL OFFICE FOR EUROPE
WELTGESUNDHEITSORGANISATION
REGIONALBÜRO FÜR EUROPA
ORGANISATION MONDIALE DE LA SANTE
BUREAU RÉGIONAL DE L'EUROPE
ВСЕМИРНАЯ ОРГАНИЗАЦИЯ
ЗДРАВООХРАНЕНИЯ
ЕВРОПЕЙСКОЕ РЕГИОНАЛЬНОЕ БЮРО



UNITED NATIONS
ECONOMIC COMMISSION FOR
EUROPE
COMMISSION ECONOMIQUE
POUR L'EUROPE DES NATIONS
UNIES
ЕВРОПЕЙСКАЯ
ЭКОНОМИЧЕСКАЯ
КОМИССИЯ

TRANSPORT HEALTH AND ENVIRONMENT PAN-EUROPEAN PROGRAMME

T H E P E P

**22th Meeting of the Extended Bureau of the Steering Committee
of the Transport, Health and Environment Pan-European
Programme**

(THE PEP)

30-31 January 2014, Zürich, Switzerland

ENGLISH ONLY
20/01/14

The Fourth high-level meeting on Transport, Health and Environment

Paris Declaration: City in Motion – People First!

Draft 20 January 2014

Note by the Secretariat:

The present draft is based on the version discussed and commented on at the 21st meeting of THE PEP Extended Bureau on 29 November 2013 in Geneva.

1. *We, the ministers and representatives of member States of the United Nations Economic Commission for Europe (ECE) and the World Health Organization (WHO) in the WHO European Region, attending the Fourth High-level Meeting on Transport, Health and Environment in Paris from 14 to 16 April 2014,*

I. Preamble

2. *Emphasizing* the conclusions and commitments made at the Fifth Ministerial Conference on Environment and Health in March 2010 and at the United Nations Conference on Sustainable Development (Rio+20 Conference) in June 2012, notably with respect to the development of Sustainable Development Goals, which will converge with the post 2015 development agenda,

3. *Recognizing* that transport activities are essential to many aspects of economic activities, as well as social and personal interactions and leisure activities, but that the rapidly increasing demand in several parts of the pan-European region continues to pose a major and growing challenge in terms of congestion, emissions of pollutants and noise, land use [and adaptation to demographic changes, often due to the lack of coordinated policy and economic instruments to effectively orient transport development in healthy and sustainable directions],
4. *Endorsing* the approach of attaining the highest level of health and well-being for all, through action across Government, all relevant sectors and society, as adopted by member States through the European Policy for health and well-being (Health 2020), of which the Transport, Health and Environment Pan-European Programme (THE PEP) represents a very good example,
5. *Concerned* by the new scientific evidence, which shows the dramatic extent of the disease burden and premature mortality attributable to air pollution, [which in some countries exceeds the burden of road traffic injuries], as well as to a lack of physical activity, both of which contribute to the global epidemic of non-communicable diseases (NCDs) and require effective intersectoral policies and interventions, including in transport and urban planning policies;
6. *Noting* the growing body of scientific evidence of the expected increase in extreme weather events due to global warming, as described by the International Panel on Climate Change (IPCC), and the need for the transport sector to address issues of climate change adaptation and disaster preparedness, to make cities and communities more resilient to the adverse impacts of climate change, while at the same time recognizing the importance of coordinating transport with other urban policies to mitigate climate change by reducing emissions of greenhouse gases,
7. *Recognizing* the significant positive health and environmental impact of active mobility, such as walking and cycling, which constitutes zero-emission and zero-noise mobility, alleviates congestion caused by individual car use and contributes to increased physical activity, thereby contributing to combating obesity and NCDs,
8. *Understanding* that transport planning cannot be addressed only by developing transport infrastructure, but needs to be closely integrated with land use and spatial planning,
9. *Aware* of the importance of combining “top-down” with “bottom-up” approaches by stimulating innovation and action at the subnational and local levels, through enabling international and national policies, on the one hand, and being receptive to and disseminating good practices and new approaches developed by local authorities and civil society, on the other hand,
10. *Appreciating* the active involvement of policymakers and experts from countries in Eastern and South-Eastern Europe, Central Asia, the Caucasus and North America in THE PEP activities, particularly in its numerous capacity-building events hosted and supported by these countries as well as for the assistance provided by members of THE PEP Bureau,

II. Taking stock

Amsterdam Declaration: Making the link — Transport choices for our health, environment and prosperity

11. *Reaffirm* our commitment to THE PEP as a unique tripartite platform and model for intersectoral policy coordination and international cooperation and exchange of good practice, assisting Governments and other stakeholders to develop and implement sustainable transport policies with a focus on environment and health effects;
12. *Welcome* the concrete results achieved by THE PEP since 2002 and the successful implementation of the Amsterdam Declaration and its workplan for 2009–2014;

13. *Express gratitude* for the assistance made available to THE PEP by some ECE and WHO Regional Office for Europe (WHO/Europe) member countries, and for the secretariat support provided by ECE (Transport and Environment Divisions) and WHO/Europe;

III. Defining THE PEP Vision

Living in places that provide green and health-friendly mobility[transport] and prosperous, sustainable livelihoods for all.

14. *Adopt* THE PEP Vision as “Living in places that provide green and health-friendly mobility [transport] and prosperous, sustainable livelihoods for all”;

15. *Agree* to continue our work within the framework of THE PEP to achieve safe, efficient, environment- and health-friendly transport and mobility;

16. *Reaffirm* our commitment to the present four pan-European priority goals of the PEP, as set out in the Amsterdam Declaration adopted at the Third High-level Meeting in 2009;

17. *Adopt* the following new priority goal to increase the capacity of transport systems to support greater resilience and preparedness of our communities to demographic and environmental changes:

Priority Goal 5: to integrate transport, health and environmental objectives into urban and spatial planning policies

by adapting urban environments and mobility[transport] systems to prepare for demographic and environmental change, [including extreme weather events], and by developing integrated urban and spatial planning frameworks that reduce the impacts of transport on people and the environment and support green, resilient and health-friendly urban and suburban mobility and sustainable livelihoods.

IV. Fulfilling THE PEP Vision

Approaches and mechanisms to enable action

18. *Commit* ourselves to fulfilling THE PEP Vision and achieving THE PEP priority goals by further strengthening the use of the existing three implementation mechanisms adopted in Amsterdam, as the means by which THE PEP workplan for 2014–2020 will be implemented, namely:

(a) National Transport, Health and Environment Action Plans (NTHEAPs);

(b) THE PEP Relay Race (*Staffete*);

(c) THE PEP Partnerships;

19. *Decide* to initiate the development of a new pan-European Master Plan for Cycling Promotion, supported by guidelines and tools to support the development of cycling promotion policies at the national level. This new initiative will be undertaken within the framework of THE PEP partnership mechanism;

20. *Decide* to launch THE PEP as a partnership which contributes to the achievement of sustainable development within the context of the follow-up to the Rio+20 Conference [and request THE PEP secretariat to take the necessary steps to register THE PEP with the United Nations Sustainable Development Knowledge Platform];

21. *Note* with appreciation THE PEP publications: *Developing National Transport, Health and Environment Action Plans (NTHEAPs), From Amsterdam to Paris and Beyond: THE PEP 2009-2014, Jobs in Green and Healthy Transport and Signs and Signals for Cyclists and Pedestrians.*

22. *Request* THE PEP secretariat to undertake the necessary steps to prepare amendment proposals on signs and signals for cycling and walking to the Vienna Convention on Road Signs and Signals (1968);

23. [*Undertake* to introduce [two] new implementation mechanisms as a means to facilitate the uptake of new scientific knowledge in transport, environment and health policy, as well as to strengthen the links and synergy between THE PEP and relevant global and regional processes, as follows:

(a) **THE PEP knowledge network**, an inter-disciplinary platform that will link science and policy, and supporting the transport, health and environment nexus from a research and academic perspective. It will complement and provide input to THE PEP Clearing House, and provide a platform for expertise and experts in different areas of urban and suburban mobility;

(b) **THE PEP policy outreach tool**, which will link THE PEP activities with those of other United Nations and European Union processes, such as Rio+20, Health 2020, European Environment and Health and “Environment for Europe”, as well as relevant activities of other international and regional organizations, including international finance organizations, non-governmental organizations and civil society. It may also reach out to other regions interested in THE PEP activities]

24. *Undertake* to provide national support to subnational and local action through the development of enabling policy frameworks, as well as the development of new and stronger partnerships with city networks [such as POLIS, ICLEI, Healthy Cities], civil society organizations, including youth organizations and the research community;

V. THE PEP institutional framework

Keeping THE PEP on track

25. *Confirm* the terms of reference of THE PEP Steering Committee, adopted at the Second High-level Meeting on 5 July 2002 and the rules of procedure for THE PEP Steering Committee and its Bureau, adopted by the Committee on 11 April 2003;

26. *Agree* to monitor, through the Steering Committee at its annual sessions, progress in the implementation of THE PEP workplan (2014–2020);

27. *Request* ECE and the WHO/Europe to continue to provide secretariat services to THE PEP and commit ourselves to continue supporting them in this endeavour;

28. *Recognize* that the question of a Framework Convention on Transport, Health and Environment to support the integration of transport, health and environment policies towards sustainable environment- and health-friendly urban and suburban mobility and livelihoods has not yet been resolved [and should be reassessed by THE PEP Steering Committee in the light of progress made on the implementation of THE PEP workplan and newly emerging issues];

29. *Decide* to convene a fifth high-level meeting no later than 2020, to review and report on progress achieved in the implementation of THE PEP workplan, to renew or modify THE PEP priority goals and to plan future activities;

VI. Resources

Sharing responsibilities and support for THE PEP projects [actions]

30. *Undertake* to allocate the necessary financial and/or in-kind resources to ensure implementation of THE PEP workplan (2014–2020) through a system of voluntary contributions, thus guaranteeing implementation of the mandated activities;

31. *Request* THE PEP Steering Committee, in cooperation with THE PEP secretariat, to prepare specific proposals to facilitate the mobilization of resources to support the workplan.
