

## **Draft concept note on the fifth High-level Meeting on Transport, Health and Environment as revised after the Fifteenth session of the Steering Committee**

### **Note by the Secretariat**

#### **I. Introduction**

1. The Fourth High-level Meeting on Transport, Health and Environment (Paris, 14 to 16 April 2014) was hosted by the Government of France and held under the auspices of the Transport, Health and Environment Pan-European Programme (THE PEP), administered jointly by the United Nations Economic Commission for Europe (ECE) and the World Health Organization Regional Office for Europe (WHO/Europe).
2. The High-level Meeting decided to convene a fifth high-level meeting in 2019 and welcomed the offer from Austria to host it (ECE/AC.21/2014/2 EUDCE1408105/1.6/4HLM/2 para. 49).
3. The present document aims to:
  - a. Provide background information on developments since the High-level Meeting in 2014 and related to THE PEP;
  - b. Provide a brief overview of the Priority Goals and mechanisms guiding THE PEP work;
  - c. Stimulate discussion among member States on the future of THE PEP after the High-level Meeting in 2019;
  - d. Stimulate discussion on the content and outcome of the High-level Meeting in 2019.

#### **II. Background**

4. The Fifth High-level Meeting is to take place five years after the previous one. In this period, the situation of transport, health and environment has evolved. The period was marked by events and other developments at the international or regional levels.
5. Major events at the international level included:
  - a. The adoption of the 2030 Agenda for Sustainable Development (2030 Agenda) (New York, United States of America, 25 September 2015);<sup>1</sup>

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<sup>1</sup> <https://sustainabledevelopment.un.org/post2015/transformingourworld>

- b. The signing of the Paris Agreement on Climate Change (Paris, 12 December 2015);<sup>2</sup>
  - c. The adoption of the New Urban Agenda at the United Nations Conference on Housing and Sustainable Urban Development (Quito, 17-20 October 2016).<sup>3</sup>
6. Major developments at the pan-European level included the outcomes of:
- a. The Eighth Environment for Europe Ministerial Conference (Batumi, Georgia, 8–10 June 2016);<sup>4</sup>
  - b. The Ministerial meeting on the occasion of the Seventieth anniversary of the ECE Inland Transport Committee (Geneva, 21 February 2017);<sup>5</sup>
  - c. The Sixth Ministerial Conference on Environment and Health (Ostrava, Czechia, 13–15 June 2017).<sup>6</sup>
7. A major event at the European Union level was the adoption of a Declaration on Cycling at the informal meeting of European Union Ministers of Transport (Luxembourg, October 2015) recognizing cycling as a climate friendly transport mode<sup>7</sup> and highlighting the cooperation with THE PEP in particular THE PEP Partnership on cycling.
8. These events have, in different ways, influenced the work under THE PEP.
9. In particular, under THE PEP member States discussed the outcome of THE PEP Relay Race Conferences since the 4<sup>th</sup> High-level Meeting in Paris:
- a. Kaunas (Lithuania), September 2014 “Improvement of Sustainable Urban Mobility for Better Health and Environment: Move to improve”;
  - b. Irkutsk (Russian Federation), September 2015 “Looking for Synergy: Integrating Transport, Urban Planning and the Use of Traffic Management Methods for Ensuring Sustainable Mobility and Healthy Urban Environment”;
  - c. Petrozavodsk (Russian Federation), May 2016 “Development of non-motorized modes of transport as an alternative to private vehicles. Adapting foreign experience in the Russian Federation problems and solutions”;
  - d. Vienna, July 2016 “Decarbonisation – Zero emission mobility starts now”;
  - e. Mannheim (Germany), September 2017 “Cycling and walking make THE Link – Transport, Health and Environment”

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2 [http://unfccc.int/paris\\_agreement/items/9485.php](http://unfccc.int/paris_agreement/items/9485.php)

3 <http://habitat3.org/the-new-urban-agenda/>

4 <http://www.unece.org/index.php?id=41721>

5 [http://www.unece.org/trans/events/2017/itc79\\_2017.html](http://www.unece.org/trans/events/2017/itc79_2017.html)

6 <http://www.euro.who.int/en/media-centre/events/events/2017/06/sixth-ministerial-conference-on-environment-and-health/documentation/declaration-of-the-sixth-ministerial-conference-on-environment-and-health>

7 <http://www.eu2015lu.eu/en/actualites/communiqués/2015/10/07-info-transport-declaration-velo/07-Info-Transport-Declaration-of-Luxembourg-on-Cycling-as-a-climate-friendly-Transport-Mode---2015-10-06.pdf>

## **A 2030 Agenda for Sustainable Development**

10. With the adoption of the 2030 Agenda, United Nations Member States committed to mobilize efforts to end all forms of poverty, fight inequalities and tackle climate change, while ensuring that no one is left behind. The 2030 Agenda includes 17 Sustainable Development Goals (SDGs) and 169 targets that cover issues ranging from health and sustainable cities, to energy and climate change, to sustainable transport. While the SDGs are not legally binding, governments are expected to take ownership and establish national frameworks for the achievement of the 17 Goals.

11. THE PEP, with its distinctive tri-partite platform and its five Priority Goals is strongly linked to several of the SDGs and can support Member States' efforts to advance towards them. In particular, THE PEP contributes to SDG 3 (Ensure healthy lives and promote well-being for all at all ages), SDG 5 (Achieve gender equality and empower all women and girls), SDG 7 (Ensure access to affordable, reliable, sustainable and modern energy for all), SDG 8 (Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all), SDG 9 (Build resilient infrastructure, promote inclusive and sustainable industrialisation and foster innovation), SDG 10 (Reduce inequality within and among countries), SDG 11 (Make cities and human settlements inclusive, safe, resilient and sustainable), SDG 12 (Ensure sustainable consumption and production patterns), SDG 13 (Take urgent action to combat climate change and its impacts), SDG 15 (Protect, restore and promote sustainable use of terrestrial ecosystems, sustainably managed forests, combat desertification, and halt and reverse land degradation and biodiversity loss) and SDG 17 (Strengthen the means of implementation and revitalize the Global Partnership for Sustainable development). These linkages between THE PEP and selected SDGs, as well as those to other of the 17 Goals, are analysed in a forthcoming publication by WHO/Europe.

## **B. Paris Agreement**

12. The 17 Goals and their targets adopted under the 2030 Agenda are intended to guide decisions that Member States would take over the next fifteen years. The 2030 Agenda directly refers to the Framework Convention on Climate Change as the main forum for negotiations on its Goal number 13. Three months after the adoption of the 2030 Agenda, Member States agreed on the text of the Paris Agreement.

13. The aim of the Paris Agreement is to strengthen the global response to climate change by keeping the global temperature rise below 2 degrees Celsius above pre-industrial levels and to pursue efforts to limit the temperature increase even further to 1.5 degrees Celsius. As such, the Paris Agreement plays an important role in accelerating and intensifying actions and investments towards a sustainable low-carbon future.

14. Although transport activities were not specifically mentioned in the text of the Paris Agreement there is a clause that relates to it: "*Parties should, when taking action to address climate change, respect, promote and consider their respective obligations on human rights, the right to health, the rights of indigenous peoples,*

*local communities, migrants, children, persons with disabilities and people in vulnerable situations and the right to development, as well as gender equality, empowerment of women and intergenerational equity”.*

15. Such clause implies that sectoral strategies, including from the transport sector, contribute to mitigate climate change. Furthermore, they should ensure an assessment of their possible implications for health, and not just be limited to a reduction of emissions of greenhouse gases. THE PEP, with its emphasis on integrated transport and urban planning policies that promote active mobility, public transport, non-fossil fuel powered mobility, and more energy efficient transport systems, is well placed to support member States’ effort to implement the Paris Agreement.

### **C. New Urban Agenda**

16. When, in 2016 in Quito, Member States adopted the New Urban Agenda, they recognized the pressing issue of urbanization and its effects on sustainable development at the global level. Furthermore, the implementation of the New Urban Agenda has been explicitly linked to the implementation of the 2030 Agenda for Sustainable Development in an integrated manner and, specifically, to the achievement of Goal 11 (Make cities and human settlements inclusive, safe, resilient and sustainable).

17. THE PEP, with its focus on urban transport, can support member States in advancing the implementation of the New Urban Agenda, particularly with respect to its ambition to *“Promote age- and gender-responsive planning and investment for sustainable, safe and accessible urban mobility for all and resource-efficient transport systems for passengers and freight, effectively linking people, places, goods, services and economic opportunities”* (paragraph 13.f)).

18. THE PEP could also support advancing its commitments to *“the generation and use of renewable and affordable energy and sustainable and efficient transport infrastructure and services, where possible, achieving the benefits of connectivity and reducing the financial, environmental and public health costs of inefficient mobility, congestion, air pollution, urban heat island effects and noise. We also commit ourselves to giving particular attention to the energy and transport needs of all people, particularly the poor and those living in informal settlements. We also note that reductions in renewable energy costs give cities and human settlements an effective tool to lower energy supply costs.”* (paragraph 54)

19. Additionally, THE PEP is linked to *“(…) promote access for all to safe, age- and gender-responsive, affordable, accessible and sustainable urban mobility and land and sea transport systems by supporting: a significant increase in accessible, safe, efficient, affordable and sustainable infrastructure for public transport, as well as non-motorized options such as walking and cycling, prioritizing them over private motorized transportation (Paragraph 114.a);*

## **D. Environment for Europe**

20. At the Eighth Environment for Europe Ministerial Conference, member States discussed two main themes: greening the economy in the pan-European region; and improving air quality for a better environment and human health.

21. Delegates highlighted the linkages between the Environment for Europe process, on the one hand, and the 2030 Agenda and the Paris Agreement, on the other hand. The Conference endorsed the voluntary Pan-European Strategic Framework on Greening the Economy – a tool supporting countries' efforts in transitioning to green economy and at the same time contributing to the implementation of the 2030 Agenda. The Strategic Framework also allows interested countries and organizations to commit to implement actions towards green economy.

22. Member States acknowledged that they should integrate environmental considerations into legal and regulatory frameworks and institutional mechanisms allowing for inter-ministerial and cross-sectoral coordination, as in the case of sustainable transport.

23. Furthermore, the Conference endorsed the voluntary Batumi Action for Cleaner Air an initiative for improving air quality within the ECE region. Delegates recognized that swift actions to address emissions from key sources, including transport, were needed and recommended that Environment Ministers should defend expenditures on measures to reduce emissions of air pollutants, as research showed that the benefits of improved air quality exceeded by far the cost of pollution-reduction measures.

24. The initiative invited governments and other stakeholders to choose appropriate actions from a proposed list in accordance with their country-specific needs with a view to undertaking a voluntarily commitment to implementing them. It was meant to serve as a supporting tool, providing concrete suggestions that will help Governments to improve implementation of their existing commitments to reduce air pollution.

25. The two initiatives, launched at the Environment for Europe Conference, are tools to support countries to move towards greener and more inclusive economic patterns and to improve air quality. To the date of this document, about 30 countries and organizations had committed to actions under the two initiatives.

26. THE PEP, with specific reference in its Priority Goal 1 – to contribute to sustainable economic development and stimulate job creation through investment in environment and health-friendly transport – and with its work on green jobs in green and healthy transport, supports member States to implement their commitments on green economy.

27. Moreover, THE PEP Priority Goal 2 (To manage sustainable mobility and promote a more efficient transport system), Priority Goal 3 (To reduce emissions of transport-related greenhouse gases, air pollutants and noise) and Priority Goal 4 (To promote policies and actions conducive to healthy and safe modes of transport) contribute to the implementation of the Batumi Action for Cleaner Air initiative.

28. Additionally, participants in THE PEP side event organized at the Batumi Conference, recognized THE PEP as one of the best products of the member States and an important example of how environment, health and transport could create tools to engage partners and stakeholders to work together on sustainable mobility.

#### **E. Ministerial meeting on the occasion of the Seventieth anniversary of the ECE Inland Transport Committee**

29. The Ministerial resolution adopted at the Ministerial meeting on the occasion of the Seventieth anniversary of the ECE Inland Transport Committee (Geneva, 21 February 2017) expressed support for the work undertaken by THE PEP, among other things, by:

- a. Asserting that public transport, walking and cycling are key mobility elements addressed in an integrated way by the Committee, its subsidiary bodies and the Transport, Health and Environment Pan-European Programme (THE PEP) and welcome the Paris Declaration “City in Motion – People First” of the Fourth High-level Meeting on Transport, Health and Environment of April 2014;
- b. Commending the Committee for utilizing its in-depth expertise in transport to promote inter-sectoral cooperation, such as the interfaces between transport and customs, industry, statistics, environment, telecommunication and health, resulting in a holistic approach to transport and border crossing facilitation;
- c. Acknowledging the added value of institutionalized partnerships, such as the Inter-agency Secretariat on Statistics with Eurostat, the Organization for Economic Cooperation and Development and the International Transport Forum; interagency partnerships on the transport of dangerous goods; as well as the Transport, Health and Environment Pan-European Programme (THE PEP) with the World Health Organization Regional Office for Europe and the Environment Division of the Economic Commission for Europe;
- d. Welcoming the Fifth High-level Meeting on Transport, Health and Environment which will take place in Vienna in 2019.

#### **F. Environment and Health Process**

30. At the Sixth Conference on Environment and Health, member States committed to use the European Environment and Health Process as a platform to implement the 2030 Agenda for environment and health issues. Additionally, they committed to develop national portfolios of actions focusing on seven areas. Among the areas, relevant to THE PEP are:

- a. Improving indoor and outdoor air quality for all, as one of the most important environmental risk factors in the region;
- b. Supporting the efforts of European cities and regions to become healthier and more inclusive, safe, resilient and sustainable;

31. On item b above, member States considered recent developments affecting cities: more than 80% of Europeans were expected to be living in urban areas by 2030, the population was ageing rapidly and the immigration rate was increasing. As such, member States recognized that cities and urban areas could serve as an ideal location to integrate policies towards the protection of health and the environment. Policies on housing, noise prevention, land use, transport and green spaces could significantly improve the situation. Moreover, member States agreed on the important role that cities play in steering the transition towards a low-carbon society.

32. Member States decided to focus on two areas of impact and concern, the second of which was transport and mobility as important determinants of health and well-being.

33. The possible actions linked to supporting European cities that directly connected to THE PEP were:

- a. Strengthen the cooperation in and enhance the implementation mechanisms of THE PEP;
- b. Support and participate in the development and implementation of THE PEP pan-European master plan for cycling promotion;
- c. Develop and implement coherent national and local policies for healthy, active mobility focused on cycling and walking, connecting them with accessible and affordable public transport and integrating their needs into land use and transport planning, infrastructure development and the design of public space;
- d. Assess the health and environmental impacts of transport infrastructures and new technologies, such as autonomous vehicles;
- e. Promote the decarbonization of transport through the transition to renewable energy, zero- and low-emission vehicles and environmentally-friendly transport modes, such as active mobility, public transport, eco-driving, electric mobility and mobility management.

### **G. Declaration on Cycling as a climate friendly Transport Mode at the informal meeting of European Union Ministers of Transport**

34. Cities were also at the centre of the European Union Declaration on Cycling as a climate friendly Transport Mode (Luxembourg, October 2015). The Declaration originated from considering that, in European Union urban centres, cycling was proving to be an essential tool for the relief of traffic congestion. In addition, cycling was proving to be a cost-effective transport mode, as it produces positive externalities for society at little expenditure in terms of infrastructure and vehicles. Cycling is also the most greenhouse gas-efficient transport mode. Ministers of Transport also considered that cycling would be able to fulfil its potential only if supported from all levels and by all the sectors involved.

35. In the Declaration, member States also referred to THE PEP Paris Declaration and its mandate to develop a pan-European master plan for cycling promotion. The

Paris Declaration contributed to trigger Ministers and State Secretaries of European Union member States to call upon the European Commission to consider:

- a. Integrating cycling into multimodal transport policy, including smart mobility, stressing the need to promote physical infrastructure and behavioural change programmes;
- b. Developing an EU level strategic document on cycling
- c. Setting up a European focal point for cycling.
- d. Designating a national focal point for cycling to gather and disseminate best practices within the member States in order to cooperate with the European focal point for cycling as well as with existing forums, such as the United Nations' Transport, Health and Environment Pan-European Programme.

### **III. THE PEP mandate and structure**

#### **A. The starting point: THE Paris Declaration**

36. At the Fourth High-level Meeting in Paris, delegations from 34 ECE and WHO/Europe member States reviewed progress made under THE PEP and its impact on the pan-European region, and reaffirmed their commitment to continue pursuing the four Priority Goals adopted at the Third High Level Meeting on Transport, Environment and Health in 2009.

37. Furthermore, member States agreed to:

- a. Adopt a new implementation mechanism, "THE PEP Academy", linking science, policy and practice. THE PEP Academy was to be a platform to strengthen capacities for integrated transport, health, environment and spatial planning. It was to be targeted to key stakeholders, including policymakers, civil servants, practitioners and academics and was to be supported by THE PEP Clearing House;
- b. Develop a pan-European masterplan for cycling promotion. Guidelines and tools were to assist the development of cycling promotion policies at the national level. The new initiative was to be undertaken in the framework of THE PEP Partnerships;
- c. Adopt a fifth THE PEP Priority Goal. Priority Goal 5 aims to integrate transport, health and environmental objectives into urban and spatial planning policies;
- d. Welcome THE PEP study "Signs and Signals for Cyclists and Pedestrians" and invite the ECE Working Party on Road Traffic Safety to consider on this basis possible amendments to the Convention on Road Signs and Signals (Vienna, 1968);
- e. Request THE PEP secretariat to investigate the scope for the development of comprehensive guidelines for assessing transport, urban and spatial

planning policies and projects in terms of their impact on health, building on existing frameworks for health and environmental impact assessment;

- f. Undertake to provide national support to subnational and local action as well as to the development of new and stronger partnerships with city networks, civil society organizations and the research community;
- g. Promote public participation in transport, urban and spatial planning policies and processes;
- h. Recognize that the question of a Framework Convention on Transport, Health and Environment has not yet been resolved and invite interested Member States to elaborate proposals for consideration at the Fifth High-level Meeting;
- i. Welcome the proposal of the European Environment and Health Youth Coalition to become a partner in THE PEP implementation by mobilizing young people and youth organizations in national and international activities supporting THE PEP.

38. While it was possible to make significant progress on most of these points, the difficulty to mobilize human and financial resources in the range necessary to develop the requested comprehensive guidelines for health impact assessment hampered progress in this area, and would require follow-up in the next phase of THE PEP.

## **B. THE PEP Priority Goals**

39. At the Third High-level Meeting (Amsterdam, 22–23 January 2009) member States committed to adopting integrated policies towards the attainment of four Priority goals:

- a. To contribute to sustainable economic development and stimulate job creation through investment in environment- and health-friendly transport;
- b. To manage sustainable mobility and promote a more efficient transport system;
- c. To reduce emissions of transport-related greenhouse gases, air pollutants and noise; and
- d. To promote policies and actions conducive to healthy and safe modes of transport.

40. At the Fourth High-level meeting member States, recognizing trends and developments linked to transport, health and environment issues, adopted a fifth Priority Goal: the integration of transport, health and environmental objectives into urban and spatial planning.

### C. THE PEP Implementation Mechanisms

41. At the Third High-level Meeting, to support reaching THE PEP Priority Goals, member States adopted three implementation mechanisms. Five years later, as noted above, member States created a fourth implementation mechanism, THE PEP Academy. Currently the implementation mechanisms are:

- a. A series of national workshops on sustainable transport policies (THE PEP Relay race)
- b. The development and implementation of national action plans on transport, health and environment, supported by methodological guidance developed with the context of THE PEP;
- c. The creation of Partnerships to support the implementation of THE PEP workplan. These Partnerships were to focus on specific technical implementation aspects of THE PEP Priority Goals;
- d. The creation of THE PEP Academy, a platform linking science, policy and practice to strengthen capacities for integrated policymaking. The Academy was to be supported by THE PEP Clearing House.

42. Currently, THE PEP Partnerships are on:

- a. **Jobs in green and healthy transport:** to stimulate a debate on the potential of jobs in green and healthy transport, analyse the potential for greening “old” jobs and creating “new green” jobs and assess the qualitative and quantitative impacts on the environment, health, transport and economy;
- b. **Health economic assessment tool for walking and cycling:** to support the development of guidance and practical tools to estimate the economic value of the health impacts of regular walking or cycling;
- c. **Eco-driving:** to disseminate knowledge and good practices about eco-driving. It promotes harmonized certification schemes and training materials for trainers and driving schools. The Partnership is planning to present at the Fifth High-level meeting guidelines on eco-driving;
- d. **Cycling:** to develop a pan-European masterplan on cycling promotion.<sup>8</sup> The Partnership was created based on the decision of the fourth High-level Meeting. The masterplan is under development actively involving 25 member States under the leadership of Austria and France. The members of the Partnership finalized a second draft of the master plan considering

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<sup>8</sup> The aims of the masterplan are to: establish cycling as equal mode of transport; double cycling across the ECE European; increase safety of cyclists by halving the number of fatalities and serious injuries; strengthen and extend the existing network of cycling officers; share good practices; develop guidelines and tools; identify a pan-European cycling infrastructure network by illustrating current cycling routes and listing future cycling infrastructure projects; illustrate current cycling routes in the capitals of the member States; collect and categorize technical specifications while constructing cycling infrastructure at national levels; and present the above-mentioned data on new infrastructure projects in an IFI-friendly way in order to attract funding

comments by member States and with a view to its final adoption at the Fifth High-level Meeting.

- e. **The integration of transport, health and environment concerns in spatial and urban planning:** to facilitate discussion and research on Priority Goal 5 (integration of transport, health and environmental objectives into urban and spatial planning). The activities are to be closely linked to the THE PEP Academy;
- f. **Environmentally healthy mobility in leisure and tourism:** to promote sustainable mobility in the Danube region, including train, bus, bicycle and shipping traffic, and facilitate the concept of sustainable tourism.

## IV. Towards the Fifth High-level Meeting

### A. Elements for brainstorming on themes for the meeting

43. The Steering Committee might wish to start brainstorming on themes that could be the focus of the High-level Meeting. The brainstorming might also reveal elements that could support the Steering Committee in drafting the outcome document of the High-level Meeting and THE PEP workplan for 2019-2024.

44. The questions listed below aim to guide the brainstorming. The Steering Committee might wish to suggest additional questions to be addressed.

- a. **THE PEP Priority Goals:** Are THE PEP Priority Goals still relevant in the light of recent events (see chapter II above) and of new and emerging topics for 2030-2050 (see paragraph b below)? In the light of the experience so far, should anything be changed? Do any of them need more attention in terms of strengthening implementation?
- b. **New and emerging topics under THE PEP for 2019-2030...2050:** In addition to strengthening the importance of healthy active mobility like walking and cycling, which other elements of THE PEP should be strengthened to involve new countries and new stakeholders? How best to link THE PEP with the SDGs and their targets and indicators (e.g., target 11.2 and indicator 11.2.1)? How to better respond to the needs and policy priorities of countries with economies in transition, or in developed countries? How to address items that could not yet be developed, such as the guidelines for health impact assessment? How to ensure that there is no duplications with existing intergovernmental processes? Possible emerging topics that could contribute to the implementation of the Paris Agreement within THE PEP mandate include:
  - i. decarbonisation and phasing out fossil fuels and phasing in renewable energy for mobility;
  - ii. zero-emission vehicles, electro-mobility, alternative fuels;
  - iii. new developments as electrification, automatic transport, digitalization, mobility as a service and /flexible and shared mobility;

- iv. . maximising the benefits from efficient public transport;
- v. greening urban freight.

Other topics could include:

- i. strengthening cooperation and coordination nationally around the Priority Goals;
  - ii. improving road safety for cyclists and pedestrians;
  - iii. land-use planning, new urban design approaches “connected city”, close link of cities with their hinterland;
  - iv. mobility in regions;
  - v. addressing the accessibility needs of vulnerable groups, in particular children and elderly people;
  - vi. engagement of youth, cities, regions and other stakeholders like non-governmental organizations and intergovernmental organizations;
  - vii. advocating with other ministries to intensify cooperation;
  - viii. developing stronger partnerships with key actors, such as International Financial Institutions and funding of sustainable mobility through innovative financing tools;<sup>9</sup>
  - ix. developing indicators to assess whether the mobility of a city or a region is sustainable.<sup>10</sup>
- c. **A THE PEP legal framework:** The Paris declaration recognized that the question of a Framework Convention on Transport, Health and Environment had not yet been resolved and invited interested Member States to elaborate proposals for consideration at the Fifth High-level Meeting In elaborating such proposals, member States may wish to consider: to which extent a step-wise approach towards developing a legally-binding instrument could facilitate supporting elements important to Member States? How could a framework convention facilitate the achievements of THE PEP objectives and Priority Goals? What about starting discussions on a possible legal framework from specific technical regulations (e.g., on cycling infrastructure) and policy guidelines that could eventually pave the way towards a THE PEP Convention?
- d. **THE PEP implementation mechanisms:** Are THE PEP implementation mechanisms performing according to expectations? What works well and

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<sup>9</sup> For example, International Transport Infrastructure Observatory. Other examples could come from studies concerning urban development and public transport. Some studies show that ride sharing could indirectly finance sustainable infrastructure because it reduces car usage and thus public budgets could be used for constructing cycling routes or new tram lines instead of constructing new parking spaces etc.

<sup>10</sup> For example, minutes needed to walk from one mode of transport to the other; density of the network in total and for each mode (tram, etc.). Sustainable mobility refers to accessible, affordable, intermodal public transport services, into which cycling, walking and ride-sharing are integrated.

what works less well? Do we need to make any change? Do we need to promote some of them more? Do we need to create new ones? How can we better use them to implement THE PEP workplan? What could be the role of THE PEP Academy? Would more direct capacity building in THE PEP countries help? What could be the role of tools as ForFITS that addresses climate change mitigation policy considerations, and could contribute even more if further developed or tailored to address THE PEP priorities? Should the involvement of cities and regions be considered and “Transport, Health and Environment Review” processes be initiated;<sup>11</sup>

- e. **THE PEP Partnerships:** What are the lessons learned from the work of THE PEP Partnerships? Do we need to revise them? Do we need to create new ones?
- f. **THE PEP Pan-European masterplan for cycling promotion:** How could the Steering Committee advance the implementation of the expected pan-European master plan on cycling promotion?
- g. **New Urban Agenda and the involvement of cities:** United Nations Member States have highlighted at international and regional levels the increasing importance of cities and urban areas. What is the link between THE PEP and sustainable cities, especially SDG target 11.2? What could be the role of Partnership on Priority Goal 5? Which are the stakeholders that THE PEP needs to involve? How to involve cities in the High-level Meeting?
- h. **THE PEP partners:** What is and what should be the role of member States in THE PEP? Is THE PEP current setting responding to the needs? What can member States do to move forward THE PEP agenda and goals? What can the secretariat do? Which other types of strategic partners – academia, NGOs, private sector - from the three sectors should be engaged and how? Where are the main and common challenges in ensuring the effective involvement of partners from the three sectors?
- i. **Resources:** Does THE PEP have sufficient, sustainable financial and human resources to implement THE PEP agenda and Goals? What are the needs? How to meet them?

45. The Steering Committee, at its Fifteenth session (Geneva, 6-8 November 2017), proposed as possible overarching theme “transforming mobility” towards zero emission, renewable energy based high efficient inclusive socially fair economically viable mobility.

## B. Expected outputs

46. The Steering Committee may wish to start discussing the expected outputs of the High-level Meeting. The High-level meeting might follow the practice from the

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<sup>11</sup> In this context, embracing the newly developed/launched Road Safety tool SafeFITS could bring considerable value added to the implementation of THE PEP Goals

previous High-level Meetings and adopt a ministerial declaration, resolution or charter.

47. Possible content of the declaration:
  - a. Presenting a vision for the future: 2019-2030...2050. This part could mention areas in which THE PEP should focus or intensify its work in view of the new global and regional developments and socio-political-economic trends described in chapter II (Background) and section IV.A.b of this document;
  - b. Positioning THE PEP vis-à-vis the latest international and regional developments mentioned in chapter II above, especially the 2030 Agenda, the Paris Agreement, and the Batumi and Ostrava Ministerial Conferences. This part could highlight how THE PEP can support member States in implementing their commitments;
  - c. Strengthening the links with the ECE Committee on Environmental Policy and Inland Transport Committee and with the WHO/Europe Regional Committee;
  - d. Renewing the commitment to implement THE PEP Priority Goals (and/or to amend one or more of them), with specific reference to Priority Goal 5 and its relevance for cities, regional and urban areas. In that respect, the Steering Committee might wish to mention partners and/or stakeholders with whom to cooperate;
  - e. Adopting a pan-European master plan for cycling promotion, as prepared by the Partnership on cycling. The Steering Committee might decide to request the members of the Partnership to identify the main political elements in the master plan that could become part of the High-level Meeting declaration. Furthermore, the Steering Committee might invite Partnership members to consider preparing a consolidated version of the draft master plan for adoption at the High-level Meeting;
  - f. Recognizing active mobility (notably cycling and walking) as having the same status as other modes of transport. This would facilitate promoting active mobility as part of national sustainable mobility strategies;
  - g. Encourage THE PEP member States contracting parties to the Vienna Convention on Road Signs and Signals to (i) reach consensus on what amendments are needed to better reflect cycling within the road traffic rules and then (ii) prepare amendment proposals to the Convention related to cycling signs and signals and submit them to the administrative committee of the Convention for approval;
  - h. Mandating the Steering Committee to start consultations with a view to explore possibilities and the benefits of having a legal instrument on THE PEP, e.g. on developing concrete recommendations or guidelines on cycling infrastructure development that could eventually become components of a legal instrument on THE PEP;

- i. Other aspects that would emerge from Steering Committee and extended Bureau discussions on the elements proposed in section IV.A above.

### **C. Documentation**

48. The Steering Committee might also consider mandating the preparation of the following official documents for the High-level Meeting:

- a. A draft provisional agenda;
- b. The concept note for the High-level Meeting;
- c. The text of the pan-European masterplan for cycling promotion;
- d. Background papers, as needed, and publications to inform the discussions before and during the Meeting;
- e. The outcome document of the High-level meeting; and
- f. The report of the event.

### **D. Programme**

49. The High-level Meeting could be organized, as in previous cases, starting at lunchtime of the first day and finishing at lunchtime of the third day. The Steering Committee might wish to invite member States and THE PEP stakeholders to organize side events, in the three days of the Meeting.

50. The Steering Committee might also consider organizing its last consultation on the outcome document the day before the High-level meeting.

51. The choice of topics for the High-level Meeting would depend on the discussions on chapter IV A and IV B above.

52. In preparation of the High-level Meeting, the Steering Committee might consider, encouraging the European Environment and Health Youth Coalition, to propose a plan of activities to engage youth in supporting the Fifth High Level Meeting and its follow-up.

### **E. Preparatory process**

53. As was done before the Fourth High-level Meeting in Paris, the Steering Committee might consider continuing the brainstorming and negotiations on the outcome and themes of the Fifth High-level Meeting during meetings of the Bureau, to be convened in an extended configuration. The meetings of the Extended Bureau would be open to all Steering Committee members and organized, whenever possible, back-to-back with other events, such as Relay races, Partnerships or other meetings. To facilitate participation, the meetings of the Extended Bureau could be organized also via video link.

54. To maximise the active participation of all member States and their engagement in the preparatory process, the Steering Committee, through the

secretariat, will invite all ministries responsible for transport, health and environment to (re)appoint focal points, who would represent their respective countries in the preparatory process.

55. Closer to 2019, the Steering Committee could mandate the Extended Bureau to decide on side events, exhibitions and other activities to be organized in the framework of the High-level Meeting in cooperation with the host country.

56. The Steering Committee might also consider a communication strategy to increase the visibility of the Fifth High Level Meeting, and build support for its expected political outcome. The strategy could use traditional and social media and facilitate dissemination and communication activities also at the national level, to build the momentum towards the High-level Meeting. The communication strategy might target policymakers, media, general public, scientific community, civil society and other stakeholders. The communication strategy would support the positioning of THE PEP as policy framework ensuring sustainable and healthy transport.

57. In planning future meetings, the Steering Committee might consider meetings and events listed in annex to this document. The Steering Committee is also invited to inform the secretariat of other meetings and events that may be relevant in the schedule towards the Fifth High-level Meeting.

58. Furthermore, Steering Committee members are invited to indicate to the secretariat their intention to host any of the meetings of the extended Bureau and/or to support the preparations of the High-level Meeting financially and/or in-kind.

## Annex

### Calendar of future events relevant to THE PEP in 2018

1. The calendar of future events in 2018 could serve to schedule preparatory meetings on the Fifth High-level Meeting. The meetings are listed under two headings: a) Meetings relevant to the preparation of the Fifth High-level Meeting and b) Other meetings useful for planning purposes.

#### A. Meetings relevant to the preparation of the Fifth High-level Meeting

<i>Title of the event</i>	<i>Venue</i>	<i>Dates</i>
Preparatory meeting for the Fifth High-level Meeting (THE PEP extended Bureau)	Vienna	10-11 July 2018
Sixty-eighth session of the WHO Regional Committee for Europe:	Rome	17-20 September 2018
Informal European Union Council of the Ministers of Transport and Environment	Graz, Austria	29-30 October 2018
THE PEP Relay Race (TBC)	St Petersburg, Russian Federation	October 2018
THE PEP Relay Race (TBC)	Rimini, Italy	November 2018
Twenty-fourth session of the Conference of the Parties (COP 24) to the United Nations Framework Convention on Climate Change	Poland	3-14 December 2018
Sixteenth session of THE PEP Steering Committee	Geneva, Switzerland	12-14 December 2018
Twenty-fourth session of the ECE Committee on Environmental Policy	Geneva, Switzerland	29-31 January 2019

#### B. Other meetings useful for planning purposes

<i>Title of the event</i>	<i>Venue</i>	<i>Dates</i>
European Mobility Week	Various locations	16-22 September 2018
World Car free Day	Various locations	22 September 2018
International Healthy Cities Conference	Belfast, United Kingdom	1-4 October 2018
Polis Conference	Brussels	December 2018