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Regional Office for Europe**High-level Meeting on Transport, Health
and Environment**Steering Committee of the Transport, Health
and Environment Pan-European Programme**

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Item 6 of the provisional agenda

Preparations for the Fifth High-level Meeting
on Transport, Health and Environment**Draft declaration of the Fifth High-level Meeting on
Transport, Health and Environment****Note by an ad hoc drafting group established by the Bureau****Summary*

In 2014, the Fourth High-level Meeting on Transport, Health and Environment decided to hold the fifth high-level meeting within the framework of the Transport, Health and Environment Pan-European Programme (THE PEP) in 2019 and welcomed Austria's offer to host it (ECE/AC.21/2014/2– EUDCE1408105/1.6/4HLM/2, para. 49).

At its thirty-second meeting (8 November 2017), the Bureau of THE PEP Steering Committee asked the secretariat to prepare a draft list of elements that could be included in the declaration to be made at the fifth high-level meeting (ECE/AC.21/SC/2017/2–EUPCR1612201/4.4/SC15/2, annex).

At its thirty-third meeting (10–11 July 2018), the Bureau of THE PEP Steering Committee decided to establish a drafting group to prepare the declaration and mandated the Secretariat to prepare a zero draft of the declaration and share it with the drafting group. This

* This document was not formally edited and is in English only due to the late receipt of inputs from all members of the ad hoc drafting group.

document presents the resulting first draft of the declaration, prepared by the drafting group, for consideration by the Steering Committee.

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 Fifth High-level Meeting on Transport, Health and Environment in Vienna from 22 to 24 October 2019,

Welcoming the efforts made in the implementation of THE PEP Priority Goals and recognizing the link between the sustainable transport and improved health and environment,

Recognizing the importance of cooperation at all levels and across all sectors and stakeholders including by sharing knowledge, experiences and innovation,

Also recognizing the evolution of transport and its consequences for human health and the environment, and recognizing in addition that further action is needed to integrate policies to deal with transport, [urban planning,]¹ health and environment issues that affect member States and, in particular, their cities,

Reaffirming our commitment to the Paris Declaration “City in Motion – People First!” and work jointly to implement the Transport, Health and Environment Pan-European Programme (THE PEP) to make progress towards a sustainable, inclusive, healthy, green and clean transport system,

Recognizing and emphasizing the links between THE PEP, on the one hand, and the 2030 Agenda for Sustainable Development, the New Urban Agenda and the Paris Agreement on climate change and the development of sustainable transport policies, on the other hand. These links concern especially: the effects on health and the environment of air pollution; the vulnerability of cities and regions to the impacts of climate change; the effects of urbanization, sub-urbanization and urban sprawl; the development of sustainable and smart transport systems that can contribute to creating a sustainable urban environment; and the need for policy coherence and more multi-stakeholder partnerships, such as THE PEP,

Welcoming the successful tripartite, intersectoral cooperation under THE PEP since the previous High-level Meeting, in particular by THE PEP Partnerships, the holding of relay-race workshops and symposiums and the elaboration of strategies, plans, instruments and practical tools,

[Also welcoming the 2018 Graz Declaration by an informal meeting of European Union environment and transport ministers on “Starting a new era: clean, safe and affordable mobility for Europe” and its recommendations concerning the promotion of clean vehicles and decarbonized fuel options, strategies for sustainable mobility management and planning, active mobility to promote health and sustainability, safe and inclusive mobility and multimodality and infrastructure, with multiple references to the work of THE PEP and its main activities,]

Further welcoming the Ministerial Declaration of the high-level segment of the 2018 session of the Economic and Social Council on the theme “From global to local: supporting sustainable and resilient societies in urban and rural communities”, in which United Nations Member States committed to take “concrete and immediate action to create the necessary enabling environment at all levels for the achievement of the 2030 Agenda”,

¹ The drafting group has included urban planning here and in operational paragraphs 2, 10 and 16, to reflect THE PEP Priority Goal 5.

Also welcoming the 2017 Ministerial Resolution “Embracing the new era for sustainable inland transport and mobility” prepared on the occasion of the seventieth anniversary of the Inland Transport Committee of ECE and setting a clear goal of developing transport for the future [with multiple references to the work of THE PEP and its main activities],

Further welcoming the results of the Eighth Environment for Europe Ministerial Conference, the Sixth Ministerial Conference on Environment and Health, which recognizes THE PEP as a process contributing to achieving the commitments taken through the Conference and the Declaration, and the European Union Declaration on Cycling as a Climate-Friendly Transport Mode,

Taking note of the information contained in the Special Report on Global Warming of 1.5°C, by the Intergovernmental Panel on Climate Change, which highlights that to limit global warming to 1.5°C would require far-reaching and unprecedented changes in all aspects of society,

Recognizing that urbanization affects the region and that, if not correctly managed, it is prone to bring inequalities among the population. In this context, ensuring appropriate transport accessibility and affordability is key for the whole of society and in particular for vulnerable groups,

Also recognizing that THE PEP needs to focus on emerging areas that have not been covered so far such as: zero-emission mobility and decarbonization of transport, [increasing the use of renewable energy for mobility; electrification of public and private transport; transport automation; the introduction of mobility as a service and flexible and shared mobility];² user behaviour and special mobility areas such as tourism, leisure, shopping and commuting; the growing recognition of walking and cycling as sustainable transport means, in combination with efficient public transport; and the growing gap in mobility patterns and mobility services and consequent problems in urban, suburban and rural regions. These elements require adopting integrated approaches whereby sustainable urban planning is undertaken in conjunction with sustainable transport planning in urban areas and in the regions,

Commending the involvement of member States and other stakeholders in the activities under THE PEP, in particular THE PEP Partnerships, THE PEP Academy and relay-race workshops,

Under common agreement:

1. Decide to align further the work of THE PEP with the 2030 Agenda for Sustainable Development through the development of specific activities aimed at assisting member States to achieve Sustainable Development Goals;
2. Commit to ensuring that the activities of THE PEP are in line with current best practice in making our countries and cities liveable, accessible and healthy and that all three sectors [and land-use planning]³ are considered together in policymaking through THE PEP Partnership on policy integration building on Priority Goal 5;
3. Recognize cycling as a means of transport that contributes, together with walking, to sustainable livelihoods, a better environment, improved health and safety, greater social inclusion, economic prosperity and an improved quality of life of our citizens. As such, we

² One member of the drafting group commented as follows on the text now in square brackets: “What does it mean? Is there indication of THE PEP future priorities? If so, what about activities of other bodies in these fields?”

³ See footnote 1.

commit to ensuring that cycling and walking are a fundamental component of sustainable urban and public transport plans and policies going forward;

The PEP paving the way for a new era in cycling

4. Commit to achieving the following objectives in relation to cycling:
 - (a) To increase cycling in every country in the region and double the modal share of cycling actors the pan-European Region;
 - (b) To develop and implement national cycling policies, supported by national cycling plans, in every country in the region;
 - (c) To increase the safety of cyclists in every country in the region and halve the number of fatalities and the number of serious injuries of cyclists per 1000 kilometres cycled annually;
 - (d) To integrate cycling into health policies;
 - (e) To integrate cycling into land-use, urban and regional planning, including of infrastructure;
5. Adopt the Pan-European Master Plan for Cycling Promotion, as included in annex I to this declaration, as a means to attain these objectives [and [acknowledge / welcome] the following recommendations:
 - (a) Develop and implement a national cycling policy, supported by a national cycling plan;
 - (b) Improve the regulatory framework for cycling promotion;
 - (c) Create a user-friendly cycling infrastructure;
 - (d) Provide sustainable investment and efficient funding mechanisms;
 - (e) Include cycling in planning processes and facilitate multimodality;
 - (f) Promote cycling through incentives and mobility management;
 - (g) Improving health and safety;
 - (h) Improve cycling statistics for use in efficient monitoring and benchmarking
 - (i) Promote cycling tourism;
 - (j) Make use of new technology and innovation];⁴
- [6. Decide to develop further the Pan-European Master Plan for Cycling Promotion towards a pan-European master plan for active mobility while complementing it with a master plan for walking;]
7. Emphasize the importance of harmonized cycling signs and signals across the ECE region to enhance road safety for cyclists and therefore encourage member States that are Contracting Parties to the Vienna Convention on Road Signs and Signals and to the Vienna Convention on Road Traffic to develop, agree and then suggest corresponding amendments to the Conventions in order to acknowledge the primacy of pedestrians and cyclists in the road traffic rules;

⁴ This text in squared brackets was proposed for inclusion by the Bureau. One member of the drafting group observed that its inclusion created an imbalance in the text with too much on cycling.

8. Welcome, and encourage member States to apply, the Guidelines for EcoDriving Programmes and adopt the framework requirements and recommendations included in the Executive Summary for policymakers and as set out in annex II to this declaration;

9. Also welcome the study on green jobs in cycling and the study on introducing transport planning into land-use planning, prepared under the auspices of THE PEP Partnerships;

[10. Further welcome the activities undertaken by THE PEP Academy and encourage member States, university and others to engage in future activities within this framework to train and educate in the field of transport, urban planning, health and environment;]⁵

11. Confirm our commitment to implement THE PEP Priority Goals and [adopt the following new Priority Goals / “Vision Zero; zero emission mobility and decarbonised transport”; / “Tourism/leisure mobility” / “Sustainable urban freight”] / [adopt a revised text for Priority Goal five to include freight policy initiatives into the sustainable urban transport decision-making process] / [adopt a revised text for Priority Goal five so that it would include not only transport, but also all other aspects of planning in the urban environment and that all aspects are considered in an integrated manner] / [recognize that, with the changes occurred since 2009, amendments of the Priority Goals is needed ...];

THE PEP providing a policy platform to clean mobility in Europe

[12. Make any specific commitment, or adopt or welcome implementation mechanisms or the preparation of guidance documents on specific topics, such as:

(a) *The green mobility transformation – implementing the Paris Agreement in transport;*

(b) *Vision zero – zero emissions – zero fossil fuels – zero fatalities;*

(c) *“Happiness” for citizens – socially fair mobility and mobility for prosperity of the sustainable economy – a green deal for green mobility;*

(d) *Reshaping our cities and the rural areas – making them or keeping them liveable and resilient vis-à-vis climate change;]*

[13. Decide to start the development of a pan-European strategy on zero-emission, economically prosperous and socially fair mobility as an important strategic contribution for paving the way towards prosperity and happiness in Europe;]

[14. Encourage Governments to make efforts to raise awareness of opportunities for reaping the benefits of sustainable and healthy transport at all levels;]⁶

15. Commit to make efforts and take initiatives at all levels to promote the adequate and inclusive participation of all relevant stakeholders, including academia, the private sector, local authorities and civil society;

16. Also commit to intensify efforts in developing and promoting the use of different tools underpinned by strong scientific evidence about the links between sustainable transport, [urban land-use-planning,]⁷ health and the environment;

17. Decide to implement measures to support dialogue between cities and regions and better connect urban areas to less populated areas in the region and increasingly to introduce

⁵ Two members of the drafting group observed the lack of reference to THE PEP Academy, which is now included here, as well as in the preamble. Note also the reference to urban planning – see footnote 1.

⁶ One member of the drafting group asked what practical actions would be taken.

⁷ See footnote 1.

“short-distance planning” – planning that allows walking or cycling to reach safely and comfortably important destinations;

18. Also decide to mobilize and allocate sufficient financial resources from multiple sources for the promotion of and investment in sustainable transport systems, especially those oriented towards public transport promotion and the development of cycling and walking infrastructure;

19. Encourage governments to take measures for promoting active mobility as means of transportation, while paying particular attention to education on and raising awareness among citizens of the benefits of sustainable transport and active mobility;

20. Reiterate the urgent need to ensure that all human beings are equal in rights and to this end deliver mobility services and transport infrastructure that are accessible to all users, including vulnerable persons, children, the elderly and those with disabilities;

21. Request the Steering Committee to investigate to which extent and how a legal framework, convention, agreement, standard or technical regulation might support the achievement of THE PEP objectives and Priority Goals. If the Steering Committee finds that such an initiative is warranted, it should present proposals for adoption at the sixth High-level Meeting on Transport, Health and Environment;

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

23. Adopt THE PEP workplan for the period 2019–2024, as set out in annex III to this declaration, for the implementation of this declaration, agree to monitor its implementation through THE PEP Steering Committee at its annual sessions and undertake to allocate the necessary financial and/or in-kind resources, including for additional staff support, through a system of voluntary contributions;

24. Request THE PEP Steering Committee, in cooperation with THE PEP Secretariat, to prepare specific proposals to facilitate the mobilization of resources to support the implementation of THE PEP workplan for the period 2019–2024.

25. Decide to convene a Sixth High-level Meeting no later than in 2024, 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.

Annex I

Pan-European Master Plan for Cycling Promotion

Text to be added

Annex II

Executive Summary for policymakers on framework requirements and recommendations from the Guidelines for EcoDriving Programmes

Text to be added

Annex III

Workplan for the period 2019–2024

Text to be added
