

High-level Meeting on Transport, Health and Environment

Steering Committee of the Transport, Health and Environment Pan-European Programme

– Draft of 18 June 2020 – following the Steering Committee Meeting on 21–23 October 2019, and in response to alternative wording for para. 4

Draft Vienna Declaration of the Fifth High-level Meeting on Transport, Health and Environment: Transforming to clean, safe, healthy and inclusive mobility and transport for happiness and prosperity for all

Note 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) no later than 2020 and welcomed the offer by the Government of Austria to host that event (ECE/AC.21/2014/2–EUDCE1408105/1.6/4HLM/2, para. 49).

The Fifth High-level Meeting on Transport, Health and Environment will be held in Vienna in 2020. The meeting is expected to consider the adoption of the Vienna Declaration.

At its sixteenth session (Geneva, 12–14 December 2018), the Steering Committee considered a first draft of the declaration prepared by an ad hoc drafting group established by the Bureau (ECE/AC.21/SC/2018/2–EUPCR1814179/2.1/SC16/2, paras. 67–69). The Committee requested the drafting group to prepare a revised version of the declaration so that the extended Bureau could finalize the draft.

The Steering Committee, at its seventeenth session (Geneva, 21–23 October 2019), revised the document and left only a small number of areas that still needed to be agreed. The areas for further negotiation included:

- (a) The preambular description of the major challenges;
- (b) Two bracketed elements within the part entitled “Our vision”;
- (c) One bracketed element (about national targets) within the part entitled “Paving the way for healthy and active mobility in the pan-European region”.

The Steering Committee requested that the declaration be finalized well before the High-level Meeting, in order to ensure that it would be available in its definitive form in the three official languages of ECE. The present version reflects the revisions by the Steering Committee at its seventeenth session. It does not yet include the request by the Steering Committee to the Bureau to “(...) further develop the paragraph related to the creation of a legal instrument on THE PEP”.

Vienna Declaration

We, the Ministers and heads of delegations of member States of the Economic Commission for Europe (ECE) and the World Health Organization (WHO) in the WHO European Region, convening the Fifth High-level Meeting on Transport, Health and Environment in Vienna from 26 to 27 November 2020,

Preamble

Reaffirming our commitment to the 2014 Paris Declaration - City in Motion: People First! and to work together to implement the Transport, Health and Environment Pan-European Programme (THE PEP) in order to achieve sustainable, affordable and inclusive, safe and healthy, green and clean transport and mobility,

Building upon the momentum achieved under THE PEP, while also recognizing the urgent need for intensified action to achieve the objectives of the 2030 Agenda for Sustainable Development, the New Urban Agenda and the Paris Agreement,

Recognizing that the pan-European region is at a crossroads regarding transport, health and the environment, with unsustainable behaviours related to transport and mobility, incoherent policymaking and a lack of cross-sectoral coordination, and facing major challenges that need be addressed urgently through integrated policies and changed behaviours, including:

- (a) Ambient air pollution, which causes about half a million premature deaths per year in the WHO European Region,
- (b) Traffic noise, which causes millions of healthy years of life to be lost annually, with, for example, about 1.6 million years lost in European Union member States alone,
- (c) Greenhouse gas emissions from transport, particularly from road transport, which account for a large and growing proportion of total emissions,
- (d) Physical inactivity, which causes about 1 million deaths per year in the WHO European Region,
- (e) Socioeconomic disparities resulting from poor mobility access;
- (f) Environmental health inequities resulting from the direct and indirect impacts of the transport sector, particularly for children,
- (g) Road traffic injuries, which are the leading cause of death globally among young people between 5 and 29 years of age,
- (h) Economic inefficiency due to externalization of health, environmental and congestion costs, with city-dwellers in rich countries each losing nearly \$1,000 per year while in traffic congestion,
- (i) Urban sprawl, land take and the loss of biodiversity,]

Appreciating the efforts made by member States and other stakeholders towards achieving THE PEP Priority Goals, particularly through THE PEP Partnerships, the holding of relay-race workshops and symposiums, THE PEP Academy and the development of strategic and practical tools,

Welcoming the outcomes of the 2018 First WHO Global Conference on Air Pollution and Health, the 2018 Ministerial Declaration of the high-level segment of the annual session of the Economic and Social Council, the 2017 and 2019 Ministerial Resolutions adopted in the framework of the Inland Transport Committee, the 2017 Ostrava Declaration of the Sixth Ministerial Conference on Environment and Health and the 2016 Batumi Declaration of the Eighth Environment for Europe Ministerial Conference, as well as the 2018 Graz Declaration by an informal meeting of European Union environment and transport ministers, the 2015 European Union Declaration on Cycling as a Climate-friendly Transport Mode and the relevant outcomes of the International Transport Forum,

Emphasizing that our efforts must be strengthened and additional actions need to be taken urgently to resolve these challenges, building upon intensified cooperation and partnerships in the pan-European region and an integrated, holistic, strategic approach, uniting the forces of the transport, health and environment sectors, complemented by cross-sectoral policy coherence,

Wishing to strengthen THE PEP in its function as a pan-European policy platform, to accelerate the transformation of transport and mobility towards clean and healthy mobility and net-zero emission transport,

Our vision

1. *Adopt* our new [ambitious] vision of “clean, safe, healthy and inclusive mobility and transport for happiness and prosperity for all”;¹

2. *Commit* to leading the transformation of transport and mobility to achieve our vision, focusing on:

- (a) Social inclusivity and fair accessibility of mobility and transport;
- (b) Improved living conditions in cities and regions by integrating environmental and health policies and objectives into coordinated transport and spatial planning;
- (c) Clean, low-noise and net-zero emission transport by implementing policies and actions for healthy, active and safer mobility;
- (d) Directing investments, fiscal incentives and green finance initiatives towards sustainable transport to stimulate job creation and the economy;
- (e) Implementing sustainable mobility management and services, employing appropriate technologies for clean, efficient, healthy and safe transport systems;
- [(f) Promotion of solutions to implement sustainable urban mobility, including a wide range of electric urban public transport modes and cycling and walking, and consideration of these forms of mobility in transport and spatial planning;]

while involving stakeholders, including national, subnational and local authorities, communities, companies and civil society, especially youth and children, in this transformation towards green and healthy mobility and transport;

Strategy and actions for achieving our vision and transformation

3. *Accelerate* the transformation, particularly in the coming decade, and commit to developing a comprehensive pan-European strategy on transport, health and the environment, including a clear pathway for its implementation, to achieve the agreed vision and guide the further work of THE PEP, for adoption in 2022, and use this strategy to:

- (a) Intensify our involvement in THE PEP as an effective contribution to the implementation of the Paris Agreement, limiting global warming, increasing the resilience of transport infrastructure and adapting transport and mobility to climate change;
- (b) Align further THE PEP activities with the 2030 Agenda for Sustainable Development through activities set out below aimed at assisting member States in achieving the Sustainable Development Goals, as per the publication *Making THE (Transport, Health and Environment) Link*;
- (c) Strengthen our commitment to national action and international cooperation on policies to achieve our vision, including by integrating public transport, efficient intermodal connections and infrastructure for active mobility, for all users, with a view to reducing inequalities;

¹ The translation into Russian of the words “ambitious” and “vision” needs to be checked.

(d) Consider the specific needs of children, youth, the elderly and persons with disabilities;

4. *Request* the Steering Committee to study different legal options and to prepare proposals for a possible legal instrument to strengthen action in line with our vision, for consideration by the Sixth High-level Meeting on Transport, Health and Environment;²

4 (Alt.1). *Establish* an ad hoc working group to take stock of and update existing studies on different legal options for a possible legal instrument to strengthen action in line with our vision, identify the scope of such an instrument and prepare a proposal with recommendations for consideration by the Steering Committee for potential adoption at the Sixth High-level Meeting on Transport, Health and Environment; **[supported: Switzerland, North Macedonia, France]**

4 (Alt.2). *Establish* an ad hoc working group to analyse different legal options for a possible legal instrument to strengthen action in line with our vision, identify the scope of such an instrument, draft the possible content of the instrument and present its proposal for consideration by the Steering Committee for potential adoption at the Sixth High-level Meeting on Transport, Health and Environment; **[proposed: Russian Federation]**

5. *Support* the development and implementation of mobility management programmes for cities, regions, companies, tourism and schools, which combine clean technologies, zero-emission vehicles, the efficient use of infrastructure and green logistics for both passengers and freight, as well as the expansion of public transport, flexible mobility services for the first/last mile, active mobility and the strengthening of shared mobility and multimodality by combining public and private stakeholders in the provision of mobility services;

6. *Commit* to ensuring that the activities of THE PEP help to improve living conditions in our urban, peri-urban and rural areas, making them healthier, safer, better connected and accessible, in a perspective of social equity with no one left behind;

7. *Also commit* to ensuring that transport, health and the environment are considered together in spatial planning to achieve policy coherence with regard to reducing urban sprawl and improving energy efficiency and access to public transport and active mobility;

8. *Decide* to establish coordination mechanisms at the national level between the transport, health and environment sectors, including subnational and local authorities and involving other relevant stakeholders, to ensure that transport, health and the environment are considered together in related policymaking and spatial planning in order to fill gaps in mobility services and reduce intersectoral conflicts and trade-offs;

9. *Agree* to promote the mobilization of financial resources, including from international financial institutions, green finance instruments and the public and private sectors, and through public-private-partnerships, while applying the relevant social and environmental criteria, to invest in sustainable mobility and transport systems;

10. *Decide* to establish close cooperation between THE PEP and international financial institutions to develop green finance instruments, with a focus on active mobility and the renewal of public transport fleets;

11. *Promote* the development of sustainable low-carbon fuel options, increasing the share of renewable energy powering transport and ensure that only fossil fuels that comply with high environmental standards are available on the market;

12. *Call on* ECE member States to include in legal instruments, under the purview of the Inland Transport Committee, technical inspection provisions for used vehicles being exported so as to reduce the environmental and health effects of these vehicles and improve their safety;

² The Steering Committee requested to further develop this paragraph.

13. *Decide* to accelerate and incentivize the development and introduction of low- and zero-emission vehicles, electromobility and related infrastructure through financial and other support programmes;

14. *Also decide* to boost active mobility as a core element of the transformation;

Paving the way for healthy and active mobility in the pan-European region

15. *Acknowledge* cycling as an equal mode of transport and that it contributes, together with walking, to sustainable livelihoods, a better environment, improved health and safety, social inclusion, economic prosperity, an improved quality of life and the happiness of our citizens;

16. *Take measures* to shift from motorized mobility to active mobility, in particular considering the large number of short trips in urban and suburban areas, and provide adequate infrastructure for cycling and walking to reduce accidents between motorized and non-motorized road users;

17. *Commit* to achieving the following objectives by 2030:

(a) To significantly increase cycling and walking in every country and to contribute to the overall target of doubling cycling in the region as a whole;

(b) To extend and improve the infrastructure for cycling and walking in every country in the region;

(c) To develop and implement national cycling policies, supported by national cycling plans, strategies and programmes [, including the setting of national targets], in every country in the region;

(d) To significantly increase the safety of cyclists and pedestrians in every country in the region and significantly reduce the number of fatalities and serious injuries in the region as a whole;

(e) To integrate cycling and walking into health policies, including those tackling non-communicable diseases and obesity;

(f) To integrate cycling and walking, including cycling infrastructure, into land-use, urban, regional and transport infrastructure planning;

(g) To initiate national strategies on walking and other forms of active mobility in every country in the region;

18. *Adopt* the Pan-European Master Plan for Cycling Promotion, as included in annex II to this Declaration and developed by THE PEP Partnership on Cycling Promotion at the request of the Fourth High-level Meeting, as a means to attain these objectives in relation to cycling, and promote the implementation of its set of recommendations, in particular regarding the improvement of infrastructure and incentive frameworks to promote cycling and the development of a common methodology for data collection for monitoring progress, in line with national plans, programmes and other strategic documents;

19. *Promote* the incorporation of active mobility into relevant subnational and local plans and policies;

20. *Emphasize* the importance of harmonized cycling signs and signals across the ECE region to enhance road safety for cyclists and pedestrians, acknowledge the rights of pedestrians and cyclists and therefore encourage member States that are Contracting Parties to the Convention on Road Signs and Signals and the Convention on Road Traffic to suggest corresponding amendments to the Conventions;

21. *Highlight* the importance of adequate safe infrastructure for active mobility and request ECE to take the necessary steps to develop and establish, based on elements and principles of the Pan-European Master Plan for Cycling Promotion, a trans-European cycling network;

22. *Decide* to develop, within the framework of THE PEP Partnerships, a pan-European master plan for active mobility, including guidelines and tools, by integrating walking and other forms of active mobility;

23. *Encourage* education and awareness-raising on active mobility, road safety and the related socioeconomic benefits;

THE PEP: fostering the transformation to achieve our vision

24. *Support* THE PEP as a unique intergovernmental, cross-sectoral, tripartite platform for accelerating the transformation and endorse its practical results presented below;

25. *Encourage* the implementation of the Policy Recommendations for Eco-driving set out in annex III to this Declaration, and welcome THE PEP Guidelines for Eco-driving and request the Partnership on Eco-driving to report on progress to the Steering Committee and explore the extension of eco-driving to electric vehicles and vehicles with alternative fuels and propulsion systems, non-road mobile machinery, trains, aircraft and vessels;

26. *Acknowledge* the high potential for generating green jobs through investments in green and healthy transport, endorse the findings of the studies on green jobs in cycling and green and healthy jobs in transport, and request the relevant Partnership to continue its research in this area and support the development of policies to stimulate the creation of green jobs;

27. *Welcome* the results of the TRANSDANUBE Partnership for sustainable mobility in the Danube region, and decide to establish THE PEP Partnership on Sustainable Tourism Mobility, with a view to sharing good practices and developing guidelines and tools to implement green, healthy and inclusive mobility in tourism and leisure, involving tourism sector stakeholders;

28. *Approve* the conclusions of THE PEP/UNECE Handbook on Sustainable Transport and Urban Planning as set out in annex IV to this Declaration and recommend intensifying the work of the relevant Partnership to promote coordination and integration of sustainable transport, spatial planning, health and the environment;³

29. *Welcome* the achievements of THE PEP Academy; decide to intensify its activities, foster interaction between scientists, practitioners and policymakers and develop their capacities in the fields of transport, urban and spatial planning, health and the environment; invite universities and other education institutions to contribute to the Academy; recommend the introduction of courses addressing transport, health and the environment in an integrated way; and request the Steering Committee to develop a procedure for awarding a certificate to graduates of THE PEP Academy;

30. *Decide* to strengthen and further develop the Partnerships as platforms for cooperation between member States and other stakeholders, and commit to actively participate therein;

31. *Welcome* and support the organization of relay-race workshops on transport, health and the environment in member States to showcase THE PEP, enable the sharing and compilation of good practices and the elaboration of policy recommendations, and support the implementation of workshop outcomes and the promotion of cooperation between relevant sectors, at the national and local levels;

32. *Endorse* the Health Economic Assessment Tool (HEAT) for walking and cycling and the For Future Inland Transport Systems (ForFITS) tool, as models aimed at assessing health impacts and future carbon dioxide emissions of transport policies and initiatives, and promote their application in decision-making on spatial and transport infrastructure planning;

³ The translation in Russian of the word “handbook” should be “руководство”.

33. *Request* the Steering Committee to develop THE PEP honorary award for outstanding commitments, initiatives and achievements in the field of clean and healthy mobility and transport;

34. *Also request* ECE and the WHO Regional Office for Europe to continue to provide secretariat services to THE PEP and agree to continue supporting them in this endeavour;

35. *Adopt* THE PEP workplan for the period 2020–2025, as set out in annex V to this Declaration, for the implementation of this Declaration, agree to monitor its implementation through the Steering Committee at its annual sessions and allocate the necessary financial and/or in-kind resources, including for staff support to carry out the tasks identified in this Declaration, including through a system of voluntary contributions;

36. *Request* the Steering Committee, in cooperation with the secretariat, to prepare specific proposals to facilitate the mobilization of additional funds from other sources to support the implementation of the workplan for the period 2020–2025;

37. *Request* the Steering Committee to elaborate a communication strategy to disseminate the results of THE PEP in order to raise awareness among stakeholders and citizens;

38. *Invite* the Steering Committee to consider the organization of a mid-term review meeting on the occasion of the twentieth anniversary of THE PEP in 2022;

39. *Decide* to convene a Sixth High-level Meeting in 2025, to review and report on progress achieved in the implementation of THE PEP workplan and plan future activities. and invite expressions of interest from Governments to host the Meeting, for consideration by the Steering Committee;

40. *Express* our gratitude to the Government of Austria for having hosted this meeting and thank it and the people of Austria for the warm hospitality received.

Annexes

Annex I

Challenges, opportunities and vision⁴

Transport has driven socioeconomic development, enabling trade, tourism and economic growth and allowing people to access jobs, markets, services and education and interact with others. Sustainable, clean, safe, efficient, accessible and affordable transport is crucial to achieve the sustainable future we want.

Transport is a major emitter of air pollutants and noise, as well as greenhouse gases that drive climate change. Globally, 9 out of 10 people breathe air containing levels of pollutants exceeding the World Health Organization (WHO) air quality guideline values. Exposure to ambient air pollution is estimated to cause about half a million premature deaths per year in the WHO European Region. In the countries of Western Europe alone, at least 1.6 million healthy years of life are lost annually as a result of traffic noise. Carbon dioxide emissions from transport could reach 40 per cent of the global total emissions by 2030.

Car dependency, poor use of urban space and lack of safety for cyclists and pedestrians contribute to physical inactivity, which, each year, is estimated to cause about 1 million deaths in the WHO European Region. Regular cycling and walking, at levels comparable to those meeting the WHO Global Recommendations on Physical Activity for Health, reduces all-cause mortality by about 10 per cent. Road traffic injuries are the leading cause of death among young people between 5 and 29 years of age and cost Governments approximately 3 per cent of gross domestic product. About one in four road deaths involves a pedestrian or a cyclist.

Often, spatial planning is not well connected and coordinated with transport planning. This leads to increased transport demand and, when public transport services are poor, growth in private car dependency. Poorly conceived transport infrastructure leads to fragmentation and loss of habitats, degradation of natural and urban landscapes and harm to natural and cultural heritage and buildings. Such transport infrastructure may also be vulnerable to climate change and natural disasters. Mistakes in urban planning lead to urban sprawl, which in turn generates “hypermobility” and results in congestion, high levels of emissions and worsening of safety.

Poor quality public transport services, particularly in peri-urban and rural areas, reinforce socioeconomic disparities and exclusion and encourage car use. Without the involvement of both local authorities and those affected by or intended to benefit from it, the development of mobility services and transport infrastructure leads to poor outcomes.

Investment in green and healthy mobility and transport infrastructure, when well planned, can create economic prosperity and quality jobs in the planning, construction, operation, maintenance and recycling of, for example, transport vehicles of all types, rail and light rail, clean and efficient public transport, efficient intermodal connections, safety measures in road transport and services for active mobility.

The start of the twenty-first century has been marked by a series of technological breakthroughs that are changing transport and mobility and that might contribute to sustainable development. Emerging technologies and approaches include digitalization, artificial intelligence, autonomous vehicles, electromobility, mobility management, flexible and shared mobility, mobility as a service and seamless multimodal public transport systems.

Our vision is of clean, safe, healthy and inclusive mobility and transport for the prosperity and happiness of our citizens.

⁴ To be revised in line with changes to the body of the Declaration and in view of research being carried out on the challenges.

Annex II

Pan-European Master Plan for Cycling Promotion

[Text to be added post-session]

Annex III

Policy Recommendations for Eco-driving

1. Eco-driving facilitates the achievement of important objectives: improved traffic safety, reduced driving stress and greater comfort for drivers, smoother traffic flow and less congestion, lower fuel consumption and operating costs and lower carbon dioxide emissions and health risks. Eco-driving is a highly cost-effective measure contributing to greater energy efficiency and environment-friendly and safer mobility and transport. One advantage of eco-driving is that it can also be practised on a voluntary basis and that it can be applied instantly by any driver without new equipment or devices.

2. The most important eco-driving recommendations are presented in THE PEP Guidelines on Eco-driving, which were developed within THE PEP Partnership on Eco-driving. Eco-driving should be established and mainstreamed as the smart and efficient driving style for all drivers, all vehicles and all traffic conditions.

3. To this end, it is suggested that national eco-driving initiatives be established based on THE PEP Guidelines on Eco-driving. The following 10 core implementation steps are recommended in that regard:

(a) Following THE PEP Guidelines on Eco-driving, platforms of national eco-driving experts and institutions relevant for eco-driving should be set up in member States. Using such platforms, national eco-driving standards, handbooks and certification schemes for eco-driving trainers and eco-driving initiatives should be established;

(b) Driving trainers should be upskilled within the framework of THE PEP Partnership on Eco-driving to create capacity for acting as eco-driving master trainers and eco-driving trainers, serving as a knowledge base for driving skills and driving education, as well as innovative vehicle technology. To share and generate knowledge, pilot seminars with fleet operators, facilitated by eco-driving experts from members of THE PEP Partnership on Eco-driving, should be established and, if appropriate, used to upskill experienced driving trainers to become eco-driving master trainers;

(c) Following the train-the-trainer approach, the platform of eco-driving experts and eco-driving master trainers should establish courses to train a sufficient number of eco-driving trainers with a view on standards and the contents of eco-driving courses. Such seminars should include theory and practice, an examination and, if appropriate, certification of eco-driving trainers;

(d) Furthermore, certification schemes to upskill driving schools to become eco-driving schools should be developed. Such eco-driving schools should act as multipliers for eco-driving and sustainable mobility, for example, by providing skilled eco-driving personnel and a low-emission vehicle fleet and by emphasizing alternative drives and sustainable mobility in driver education;

(e) Eco-driving should be integrated into the legislative framework for driving education and examination for learner drivers. Furthermore, learner driver education and examination procedures should be amended to incorporate the driving of electric vehicles, and vehicles using alternative fuels and propulsion systems, on an equal basis with conventional vehicles;

(f) Eco-driving training courses for licensed drivers should be given by experienced and qualified eco-driving driving trainers and must include driving on public roads and the use of monitoring devices that give direct feedback on fuel consumption. Eco-driving training courses for licensed drivers should follow a twofold approach: providing training for licensed drivers in general, as well as for professional drivers of cars, buses and trucks. The effect of the training courses should be evaluated and monitored, in particular regarding fuel consumption, carbon dioxide emissions and maintenance costs, to motivate more target groups to implement eco-driving;

(g) The roll-out of eco-driving initiatives should also be supported by awareness-raising campaigns and by integrating eco-driving into the professional driver qualification for truck and bus drivers. It can also be addressed specifically to experienced drivers who have not received eco-driving instruction since getting their driving licence;

(h) There should be a particular focus on eco-driving for electric vehicles as the best way to extend their range. Electric vehicle training should combine eco-driving with, in particular, the use of recuperation, as well as effective charging;

(i) Eco-driving should be included in policies and strategies in order to ensure the sustainability of eco-driving initiatives;

(j) Eco-driving should be incorporated into national and international funding schemes in order to facilitate the establishment of eco-driving programmes, the exchange of know-how, the sharing of experiences and the further development of eco-driving techniques and training. Special emphasis should be placed in the future on the driving of electric and alternative vehicles, the freight and bus sector and the extension to further vehicle categories, such as railways, tractors and construction machinery. To this end, further cooperation between member States should be intensified within THE PEP Partnership on Eco-driving.

Annex IV

Conclusions and recommendations of the Handbook on Sustainable Transport and Urban Planning

1. An integrated approach to urban transport can better support the achievement of the 2030 Agenda and the Paris Agreement.
2. The way to make transport systems more resilient requires the adoption and further implementation of comprehensive approach based on clearly defined objectives and measures in spheres of transport, economic and urban development policies, as well as social cohesion.
3. People and their needs are the focus of the integrated approach.
4. The role of transport and land use planning integration is extremely crucial.
The integrated approach can prevent urban sprawl and promote inclusive eco-density.
5. Avoid-Shift-Improve Principles have to be the base for integration of transport and urban planning, implementation of demand management:
 - (a) Compact, dense and public transport-oriented development of urban areas combined with promotion of mix land use reduce the need to travel (Avoid Principle);
 - (b) Public transport and active mobility-oriented development of urban areas support shift to cleaner and healthier transport modes for travel (Shift Principle);
 - (c) New technologies adaptation-oriented development in urban areas support improvement of urban transport system (Improve Principle).
6. Public transport is a key element of a “liveable city” and public transport improvements have to be a dominant element of city strategy. Public transport priority means that public transport projects are financed in the first place, and any realized transport project has to give more benefits for passengers than for car owners.
7. The replacement of polluting bus fleets, the promotion of electro-mobility, the development of modern trams and intermodal hubs and its reflection in land management policies are relevant solutions for more sustainable transport.
8. All normative values of indicators for PT should be stated as passenger-vision and fixed as “service quality standards”. To make public transport more attractive the more effective route network should be chosen, and priority of public transport traffic has to be ensured.
9. Active mobility is a core element of healthy cities. Walking and cycling need to be supported not only in urban cores but at much larger scales, in combination with other modes and especially public transportation. Cities need to pay a particular attention to develop user-friendly intermodal hubs and to provide amenities supporting the development of cycling and walking. Initiatives such as WHO healthy cities network should pay more attention to transportation and mobility as key factors.
10. Development of good quality public transport and infrastructure supporting active mobility is the good practice to making cities more liveable, to safeguarding access to markets while fostering well-being.
11. Cities are witnessing the rise of a new generation of Intelligent Transport Systems, which profit from financial and technological opportunities offered by digitalization.
12. Urban transportation systems are growingly complex. Along with existing public and private, collective and individual mobility systems, shared mobility and more recently, autonomous mobility, question the organisation of public space in cities and raise the need for more transparent decision-making processes.

13. Decision-making processes need to be designed within complex and integrated context, addressing right goals which fulfilment must be monitored with the use of different information and telecommunication solutions.

14. Decision-makers need to develop new skills to build plans and make the best out of current technological and social disruptions; they also need to work through partnerships to implement comprehensive, cross-sectoral mobility policies.

15. Along with people, attention is also given to freight in the integrated approach so that freight can access markets while urban areas liveability is not compromised.

16. Implementation of the integrated approach requires development of necessary skills by city and mobility planners and practitioners; they need to recognize risks stemming from new technologies – shared mobility, automation – and this ability needs to be enhanced through education and collaboration with academia.

17. Development of effective urban mobility and spatial planning policies requires participatory decision-making processes engaging multiple stakeholders ranging from municipal authorities, spatial planners, housing and transport providers over health authorities and community leaders to the urban population and commuters as main beneficiaries of the of a city's housing and transport infrastructure.

Annex V

Workplan for the period 2020–2025

[Text to be added post-session].
