Draft annotated outline THE PEP facts & figures brochure

‘How clean and environmentally friendly is our mobility and transport in Europe today’

1 – Introduction

• Introducing THE PEP, explaining the importance of a facts & figures brochure to move together towards cleaner, healthier an environmental friendly mobility. In an editorial explain the context of changes in mobility due to Covid-19.

• The aim is setting the scene, highlighting the health and environment in transport argument today, as one of the drivers for the transition of the transport sector. Helping policies and cooperation to accelerate towards low and zero emission and healthy mobility and transport in the decade to come.

• The brochure should be short, visually attractive, easily understandable and being intended for wide range of target groups, notably for policy makers at senior level from multi-disciplinary fields and backgrounds.
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2 - Transport and mobility in the European Region
Modal split road and urban transport in countries

- passenger cars (numbers, km travelled, ownership etc.)
- public transport busses and trams (numbers, km travelled etc.)
- trucks and vans (numbers, km travelled etc.)
- motorcycle, moped (numbers, km travelled, etc.)
- walking and cycling (numbers, km travelled, etc.)
- fuel consumption ICE (petrol, diesel, gas and biogas) and e vehicles
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3 – Health and Environmental effects of transport and mobility

General introduction regarding choices on themes with health and environmental challenges of transport and mobility
Each of the six themes, answering three questions:

- What is it?
- What evidence based facts do we know today?
- What is the biggest challenge for change?

Facts & figures of additional indicators for a theme will be displayed in an appendix
3 – Health and Environmental effects of transport and mobility

I) Air Quality
II) Traffic noise
III) Greenhouse gas emissions
IV) Road traffic injuries
V) Physical inactivity
VI) Environmental health inequities

These themes represent the challenges a-d and g described in the ‘challenges ex draft declaration for criteria for data for group’ document.

4 - Understand our European region, context relevant understanding the differences

- Living in urban or rural areas, urban sprawl and land take
- Social economical aspects and disparities in the European region
- Economic circumstances
- Other environmental aspects, like biodiversity

These topics represent the challenges e, h and i described in the ‘challenges ex draft declaration for criteria for data for group’ document.
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5 – Overall conclusion on the main question

● Some concluding remarks will be made taken into account all themes and the context for the different countries as well as

Appendix 1: additional indicators per theme

● Per theme one main indicator to describe the effect for a certain transport mode on the environment or health will be include in the main document and additional indicators will be displayed in an appendix

Appendix 2: context on the European region

● Appendix will include information that provide insight in the context of a specific region e.g. geographical and population data
Draft overview challenges and indicators (1)
(shown on 1st facts & figures meeting 12 June 2020)

<table>
<thead>
<tr>
<th>Challenge</th>
<th>Environmental pressure / exposure indicator</th>
<th>Health indicator</th>
<th>Data</th>
</tr>
</thead>
<tbody>
<tr>
<td>(b) Traffic noise</td>
<td>number of people exposed to average day-evening-night noise levels (Lden) ≥55dB number of people exposed to night-time noise (Lnight) ≥50dB years of life lost (YLL), years lived with disability (YLD), disability adjusted life years (DALYS) attributed to exposure, DALYS/yr per 100,000 inhabitants for annoyance, sleep disturbing, ischemic heart disease, cognitive impairment (children) and premature mortality</td>
<td><a href="https://www.eea.europa.eu/themes/human/noise/noise-fact-sheets/noise-country-fact-sheets-2019/">https://www.eea.europa.eu/themes/human/noise/noise-fact-sheets/noise-country-fact-sheets-2019/</a> Eurofound data</td>
<td></td>
</tr>
<tr>
<td>(c) Greenhouse gas emissions from transport, particularly from road transport</td>
<td>greenhouse gases (CO2, N2O, CH4, HFCs, PFCs, SF6 and NF3) plus 4 indirect greenhouse gases (NOx, CO, NMVOC, SO2) GHG total, per inhabitant, per betaJoule, per kilometer Example: carbon dioxide per kilometer driven per inhabitant. Could be split for modes of transport and even for different energy carriers</td>
<td>idem exposure indicator with the assumption that less emission is healthier</td>
<td><a href="https://unfccc.int/process-and-meetings/transparency-and-reporting/reporting-and-review-under-the-convention/greenhouse-gas-inventories-annex-i-parties/submissions/national-inventory-submissions-2018">https://unfccc.int/process-and-meetings/transparency-and-reporting/reporting-and-review-under-the-convention/greenhouse-gas-inventories-annex-i-parties/submissions/national-inventory-submissions-2018</a> (UNFCC CRF tables) EMEP database, Eurostat</td>
</tr>
</tbody>
</table>
Draft overview challenges and indicators (2)  
(shown on 1st facts & figures meeting 12 June 2020)

<table>
<thead>
<tr>
<th>Challenge</th>
<th>Environmental pressure / exposure indicator</th>
<th>Health indicator</th>
<th>Data</th>
</tr>
</thead>
</table>
| (e) Socioeconomic disparities resulting from poor mobility access | no specific indicator only in combination with other challenges (e.g. air pollution, noise, traffic injuries) EURO-HEALTHY Population Health Index (PHI), a multidimensional measure built to evaluate population health of the 269 NUTS 2 regions of the European Union | no specific indicator only in combination with other challenges (e.g. air pollution, noise, traffic injuries) | http://www.euro.who.int/en/publications/abstracts/environmental-health-inequalities-in-europe.-second-assessment-report-2019  
http://www.euro.who.int/__data/assets/pdf_file/0018/412128/Country-profiles-on-environmental-health-inequality.pdf?ua=1  
http://www.euro-healthy.eu/  
https://www.nature.com/articles/s41598-019-4203-w  
https://www.ugpti.org/resources/reports/downloads/mpc17-326.pdf (example US)  
https://www.sciencedirect.com/science/article/pii/S0160412018311978 (example UK) |
| (f) Environmental health inequities resulting from the direct and indirect impacts of the transport sector, particularly for children | | | |
| (g) Road traffic injuries | road fatalities per 100.000 inhabitants per year  
road fatalities per 100.000 motor vehicles  
road fatalities per 1 billion vehicle-km  
ICD code-based mortality statistics usually enable identification of detailed injury causes, look at WHO mortality database  
https://www.rivm.nl/en/about-rivm/mission-and-strategy/international-affairs/international-projects/inherit (Chapter 6 INHERIT report EU benefits of cycling (Figure 6.4)) |
| (h) Economic inefficiency due to externalization of health, environmental and congestion costs | | | https://www.rivm.nl/en/about-rivm/mission-and-strategy/international-affairs/international-projects/inherit (Chapter 6 INHERIT report EU benefits of cycling (Figure 6.4)) |
| (i) Urban sprawl, land take and the loss of biodiversity | | | EEA data on land recycling etc.  
https://www.britannica.com/topic/urban-sprawl  
Example layout and next steps
(shown on 1st facts & figures meeting 12 June 2020)

- Introduction with aim, challenges and context (max 3 pages)
- per challenge one page as a factsheet short description challenge followed by facts and figures based on indicators
- Appendix additional indicators per challenge (max 2-3 pages per challenge)
- Appendix context such as geographical situation
- Consensus main features (max 30-40 pages)
- Process agreements (RIVM deliverable clickable pdf for translation)

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- 29 June draft table of content
- July, information gathering and analysis, with your help!
- 7 August first draft facts & figures document