
**Preparatory meeting to the Fifth High-level Meeting on Transport, Health and Environment
25 January 2021**

Vienna Declaration: Transforming to clean, safe, healthy and inclusive mobility and transport for happiness and prosperity for all

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 ... to ... 2021,

Preamble

Recognizing that the pan-European region is at a crossroads regarding transport, health and the environment, facing multiple challenges [as described in annex I to the present Declaration][, including ambient air pollution, traffic noise, greenhouse gas emissions, physical inactivity and obesity, socioeconomic disparities, environmental health inequities, road traffic injuries, economic inefficiencies and urban sprawl, land take and loss of biodiversity] that together with incoherent policymaking and a lack of cross-sectoral coordination need to be addressed urgently through a new holistic approach encompassing integrated policies and behavioural changes,

Highlighting that the coronavirus disease (COVID-19) pandemic has brought additional challenges and has revealed the important role of transport and mobility in public health and the necessity of strengthening their resilience to crises and disasters and that post-pandemic recovery packages focusing on innovative approaches are needed to address clean, safe, healthy and inclusive mobility and transport,

Committing to leverage 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, resilient, green and clean transport and mobility,

Committing also to strengthen THE PEP as a unique intergovernmental, cross-sectoral, tripartite pan-European policy platform for policymakers and stakeholders of the countries of the pan-European region for accelerating the transformation towards clean, safe and healthy mobility and net-zero emission transport,

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,

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, declarations and commitments relevant for transport, health and environment on the international level, in particular the 2018 Ministerial Declaration of the Economic and Social Council, the 2017 and 2019 Ministerial Resolutions of the Inland Transport Committee, the 2017 Ostrava Declaration, the 2018 Graz Declaration and the International Transport Forum,

Emphasizing that we will strengthen our joint efforts and take additional actions to resolve these multiple 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 planning and policy coherence,

Our vision

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

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

(a) Ensuring the resilience of transport systems to climate change, pandemics and other disasters;

(b) Improved living conditions in cities and regions by integrating environmental and health policies and objectives into coordinated transport and spatial planning;

(c) Clean, safe, low-noise and net-zero emission transport by implementing policies and actions for healthy, active and safer mobility;

(d) The social inclusivity of access to mobility and transport;

(e) Directing investments, fiscal incentives and green finance initiatives towards sustainable transport to stimulate job creation and the economy;

(f) Making the best use of the benefits of the digitalization of transport and mobility services;

(g) Implementing sustainable mobility management and services, employing appropriate technologies for clean, efficient, healthy and safe transport systems;

(f) The 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, taking into account the recommendations set out in annex II to the present Declaration;

Strategy and actions for achieving our vision and accelerating the transformation towards sustainable transport and mobility

3. *Commit* to develop 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 2023, and use this strategy to:

(a) Strengthen our commitment for further developing and implementing THE PEP to ensure that it helps to improve living conditions in our urban, peri-urban, rural and mountainous areas, making them healthier, safer, better connected and accessible, in a perspective of social equity with no one left behind;

(b) Align further THE PEP activities with the implementation of the Paris Agreement and the 2030 Agenda through the activities set out below aimed at assisting member States in achieving the Sustainable Development Goals and climate action targets;

(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;

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

(e) Develop effective monitoring by strengthening the collection of national and international data in the fields of transport, health and environment;

4. *Establish* an ad hoc working group to analyse different legal options to give effect to our vision and strategy, elaborate draft proposals for possible legal instruments and present them for consideration by the Steering Committee, which will agree on a proposal for adoption at the Sixth High-level Meeting on Transport, Health and Environment;

5. *Support* the implementation of mobility management programmes for cities, regions, companies, tourism and schools, which combine in particular clean vehicle technologies, the efficient use of infrastructure and green logistics for both passengers and freight, the expansion of public transport, flexible mobility services for the first/last mile, active mobility and the strengthening of shared mobility and multimodality;

6. *Commit* to ensuring that transport, health, the environment and spatial planning are considered together to achieve policy coherence with regard to reducing urban sprawl and the demand for transport and improving resilience, energy efficiency and access to public transport and active mobility;

7. *Decide* to establish coordination mechanisms at the national level between the transport, health, environment and spatial planning sectors, including subnational and local authorities and involving other relevant stakeholders;

8. *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;

9. *Decide* to establish close cooperation between THE PEP and international financial institutions to develop green finance instruments, with a focus on the introduction of safe and high-quality public transport services, clean public transport fleets and the promotion of active mobility and mobility management;

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

11. *Decide* to accelerate the introduction of low- and zero-emission vehicles, electromobility and related infrastructure through financial incentives and other support programmes and promote the use of sustainable low carbon fuel options, increasing the share of renewable energy powering transport, and also ensure that only fossil fuels that comply with high environmental standards are available on the market;

12. *Also decide* to boost active mobility as an important element of the transformation and ensuring resilience to pandemics;

Resilience of transport and mobility systems

13. *Acknowledge* the need for strategic concerted actions to address the negative impacts of pandemics such as COVID-19 on social life and healthcare, the economy and

mobility and transport systems, and also taking into account new trends in particular with regard to people's mobility behaviour, the use of clean technologies and digitalization;

14. *Take action* to re-allocate and re-design public space and transport infrastructure to provide conditions favourable for walking and cycling and ensure the resilience of our livelihoods, social life and local economy in pandemic crisis situations;

15. *Take action also* to restore trust in public transport, in particular by providing sufficient sanitary and hygiene measures, ensuring personal protection and physical distancing, and providing sufficient public transport services;

16. *Commit* to establishing guidelines and action plans to manage lock-down situations and the re-opening of the transport and mobility sector, building forward better and supporting a green mobility reset;

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

17. *Adopt* the Pan-European Master Plan for Cycling Promotion, as included in annex III to the present Declaration and developed by THE PEP Partnership on Cycling Promotion at the request of the Fourth High-level Meeting, as a means to achieve the objectives set out below 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;

18. *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 infrastructure for safe cycling and walking in every country in the region;

(c) To develop and implement national cycling and walking policies, supported by national cycling and walking plans, strategies and programmes, including the setting of national targets, in every country in the region and also promote their implementation in relevant sub-national plans and policies;

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

(e) To integrate cycling and walking into health policies, as well as transport infrastructure and land-use planning;

19. *Acknowledge* cycling as well as walking as equal modes of transport contributing to sustainable and resilient livelihoods and *encourage* education and awareness-raising on active mobility, road safety – specifically for cyclists and pedestrians – and the related socioeconomic benefits;

20. *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;

21. *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;

THE PEP: fostering the transformation to achieve our vision

23. *Decide to launch new THE PEP partnerships as platforms for cooperation between member States and other stakeholders for implementation of this Declaration;*

24. *Endorse the practical results and recommendations achieved in the Partnership on Eco-driving as set out in annex IV including THE PEP Guidelines for Eco-driving, the studies on green and healthy jobs in transport, the TRANSDANUBE Partnership for sustainable mobility in the Danube region, as well as the conclusions of the Handbook on Sustainable Urban Mobility and Spatial Planning as set out in annex V and decide to further develop these partnerships by:*

(a) *Requesting the Partnership on Eco-Driving to explore the extension of eco-driving to electric vehicles and other forms of transport and non-road mobile machinery;*

(b) *Requesting the Partnership on Green Jobs to continue the work to support the development of policies to stimulate the creation of green jobs;*

(c) *Establishing THE PEP Partnership on Sustainable Tourism Mobility, with a view to sharing good practices and developing respective guidelines and tools;*

(d) *Intensifying the work of the relevant Partnership to promote coordination and the integration of sustainable transport, in particular public transport, shared and active mobility, spatial planning, health and the environment;*

25. *Decide to intensify the activities of THE PEP Academy by fostering interaction between scientists, practitioners and policymakers; inviting universities and other education institutions to contribute to the Academy; recommending the introduction of courses addressing transport, health, the environment and spatial and urban planning issues in an integrated way; taking measures to provide budgetary support for students' education in the relevant academic programmes; and requesting the Steering Committee to develop a procedure for awarding a certificate to graduates of THE PEP Academy;*

26. *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 their implementation, and promote the cooperation between relevant sectors;*

27. *Endorse the Health Economic Assessment Tool for walking and cycling and the For Future Inland Transport Systems tool and promote their application in decision-making on spatial and transport infrastructure planning;*

28. *Harmonize 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;*

29. *Request the Steering Committee to develop THE PEP honorary award;*

30. *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;*

31. *Adopt THE PEP workplan for the period 2021–2026, as set out in annex VI to the present 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;*

32. *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 2021–2026;*

33. *Commit* to provide support for the implementation of THE PEP and its workplan with a focus on building centres of competence and capacity development, sharing of good practices and the facilitation of joint initiatives and partnerships;

34. *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;

35. *Invite* the Steering Committee to consider the organization of an event on the occasion of the twentieth anniversary of THE PEP in 2022 and a mid-term review in 2023;

36. *Decide* to convene a Sixth High-level Meeting not later than in 2026 and *invite* expressions of interest from Governments to host the Meeting, for consideration by the Steering Committee;

37. *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.

Annex I

Challenges, opportunities and vision

[Text to be included in line with changes to the body of the Declaration and in view of research being carried out on the challenges.]

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

Annex II

Principles of Green and Healthy Sustainable Transport

[Text to be added as the June 2020 preparatory meeting decided that a one-page summary of the Green and Healthy Sustainable Transport Principles should be included in an annex to the Declaration]

Annex III

Pan-European Master Plan for Cycling Promotion

[Text to be added post-session]

Annex IV

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 environmentally friendly and safer mobility and transport. One advantage of eco-driving is that it can also be practised on a voluntary basis and 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 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 delivered 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 the integration of eco-driving into the professional driver

qualification for truck and bus drivers. It could also be addressed specifically to experienced drivers not having received eco-driving instruction since obtaining 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 V

Conclusions and recommendations of the Handbook on Sustainable Urban Mobility and Spatial Planning

Conclusions

1. An integrated approach to urban transport can better support the achievement of the 2030 Agenda for Sustainable Development and the Paris Agreement.
2. Making transport systems more resilient requires the adoption and implementation of a comprehensive and integrated approach based on clearly defined objectives and measures in the spheres of transport, economic and urban development policies and social cohesion. People and their needs are the focus of the integrated approach. The role of transport and land use planning integration is crucial. An integrated approach can prevent urban sprawl and promote inclusive eco-density.
3. The “avoid-shift-improve” principles must form the basis for integrating transport and urban planning, and implementing demand management:
 - (a) Development of compact, dense and public transport-oriented urban areas, combined with promotion of mixed land use, reduces the need to travel (“avoid”);
 - (b) Development of public transport and active mobility-oriented urban areas supports the shift to cleaner and healthier modes of transport (“shift”);
 - (c) Development and adaptation of new technologies in urban areas supports the improvement of the urban transport system (“improve”).
4. Given that public transport is a key element of a “liveable city”, public transport improvements have to be made a priority in city strategy and sufficient financial resources must be allocated in their regard.
5. Achieving more sustainable transport involves the: (a) replacement of polluting bus fleets; (b) promotion of electromobility; (c) development of modern trams and intermodal hubs; and (d) drawing up of appropriate land management policies.
6. Active mobility is a core element of healthy cities. Walking and cycling need to be supported not just in urban cores but on a much larger scale, in combination with other modes of transport, especially public transport. Cities need to develop user-friendly intermodal hubs and provide amenities that support cycling and walking. Initiatives such as the World Health Organization European Healthy Cities Network should pay more attention to transportation and mobility as key factors.

7. Developing good quality public transport and infrastructure supporting active mobility is good practice in making cities more liveable, and in safeguarding access to markets while fostering well-being.
8. Cities are witnessing the rise of a new generation of intelligent transport systems, which benefit from the financial and technological opportunities offered by digitalization.

Recommendations

9. Urban transportation systems are growing increasingly complex. Along with existing public and private, collective and individual mobility systems, shared mobility and, more recently, autonomous mobility, call into question the organization of public space in cities and raise the issue of the need for more transparent decision-making processes.
10. Decision-makers need to develop new skills and approaches, make the best of the current technological and social situation and work through partnerships to implement comprehensive, cross-sectoral mobility policies.
11. Along with people, attention should be given to freight in the integrated approach so that goods can reach markets without the liveability of urban areas being compromised.
12. Implementation of the integrated approach requires development of the 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.
13. 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, health authorities and community leaders to the urban population and commuters as the main beneficiaries of a city’s housing and transport infrastructure.
14. The present Handbook addresses one of the most pressing challenges of our time – how to foster sustainable, liveable and harmonious cities.
15. If cities can use this guide to create their own vision and road map towards a sustainable future, the Handbook will have achieved its purpose.

Annex VI

Workplan for the period 2021–2026

[Text to be added post-session].
