

**Economic Commission for Europe****World Health Organization
Regional Office for Europe****High-level Meeting on Transport, Health
and Environment****ifth session**

Online, Geneva, 17 May 2021

Item 7 of the provisional agenda

Presentation of the Vienna declaration**“Building forward better by transforming to
new, clean, safe, healthy and inclusive mobility
and transport”****Draft workplan for the period 2021–2025****Note by the secretariat***Summary*

The present document presents the proposed activities under the Transport, Health and Environment Pan-European Programme (THE PEP) for the period 2021–2025.

The document was prepared by the Bureau of the Steering Committee of THE PEP, with the support of the secretariat. It was discussed, amended and endorsed by the thirty-fifth meeting of the Bureau (Valletta, 2 and 3 May 2019), meeting in an extended format, and the thirty-sixth meeting of the Bureau (Bonn, Germany, 1 and 2 July 2019), which decided to finalize it in the light of the comments received and to submit it for consideration by the Steering Committee and, subsequently, for consideration and adoption by the Fifth High-level Meeting on Transport, Health and Environment. During an extraordinary meeting of THE PEP (online, 22 April 2020), the delegation of Austria announced its intention to request that the Bureau and the Steering Committee postpone the High-level Meeting to 2021 to allow for stock to be taken of the consequences of the coronavirus disease (COVID-19) pandemic. The present document was then discussed at the thirty-seventh meeting of the Bureau (online, 29 June 2020); at a preparatory meeting to the High-level Meeting (online, 30 June 2020); at the eighteenth session of the Steering Committee (online, 25–27 November 2020); and at further preparatory meetings to the High-level Meeting (online, 25 January and 2 March 2021). The High-level Meeting will be invited to:

- (a) Convey its appreciation to member States that have already expressed their readiness to take the lead in the implementation of the draft workplan;
- (b) Encourage member States to indicate their willingness to lead, contribute to — including financially — or participate in the implementation of the various elements of the workplan, especially with reference to new or existing Partnerships;



(c) Examine the draft workplan on the basis of the outcomes of discussions and to amend it as needed;

(d) Adopt the workplan as amended, and call on member States and relevant organizations to actively contribute to the activities contained in the workplan, including through financial and in-kind contributions.

I. Background

1. Since its establishment in 2002, the Transport, Health and Environment Pan-European Programme (THE PEP), has served as a unique policy platform that aims to develop and promote sustainable and healthy transport patterns at the pan-European level. THE PEP operates under the mandate of the High-level Meetings on Transport, Health and Environment convened approximately every five years.
2. This document sets out a draft workplan comprising programme areas for activities under THE PEP for the period 2021–2025. The draft workplan is the operational tool of the Vienna Declaration and provides a road map for activities and projects to work towards the implementation of THE PEP vision.
3. The document was prepared by the Bureau of the Steering Committee with the support of the secretariat. It was discussed, amended and endorsed by: the thirty-fifth meeting of the Bureau (Valletta, 2 and 3 May 2019), meeting in an extended format; the thirty-sixth meeting of the Bureau (Bonn, Germany, 1 and 2 July 2019); the seventeenth meeting of the Steering Committee (Geneva, 21–23 October 2019); the thirty-seventh meeting of the Bureau (online, 29 June 2020); a preparatory meeting (online, 30 June 2020); the eighteenth session of the Steering Committee (online, 25–27 November 2020); and a further preparatory meeting to the High-level Meeting (online, 25 January 2021).

II. Relevance to the 2030 Agenda for Sustainable Development and other global commitments

4. In adopting the 2030 Agenda for Sustainable Development, States Members of the United Nations undertook to mobilize efforts to end poverty and inequality, protect the planet and ensure well-being and prosperity for all. The 2030 Agenda includes 17 Sustainable Development Goals: each Goal has specific targets and Member States are expected to establish national frameworks for their achievement.
5. THE PEP is linked to several of the Sustainable Development Goals and can support national efforts to achieve them. It is particularly relevant to the following Goals:
 - (a) 3 (Ensure healthy lives and promote well-being for all at all ages);
 - (b) 7 (Ensure access to affordable, reliable, sustainable and modern energy for all);
 - (c) 8 (Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all);
 - (d) 9 (Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation);
 - (e) 11 (Make cities and human settlements inclusive, safe, resilient and sustainable);
 - (f) 12 (Ensure sustainable consumption and production patterns);
 - (g) 13 (Take urgent action to combat climate change and its impacts).
6. The linkages between THE PEP and these and other Sustainable Development Goals are analysed in the recent publication *Making THE (Transport, Health and Environment) Link: Transport, Health and Environment Pan-European Programme*.¹
7. The 2030 Agenda identifies the United Nations Framework Convention on Climate Change as the main forum for negotiations on Sustainable Development Goal 13. Three months after the adoption of the 2030 Agenda, the States Members of the United Nations adopted the Paris Agreement.
8. Transport is one of the sectors where member States of the United Nations Economic Commission for Europe (ECE) need to take actions to support mitigation of climate change.

¹ Arseni, O. and others (Copenhagen, World Health Organization Regional Office for Europe, 2018).

With its emphasis on integrated transport and urban planning policies and the promotion of active mobility, public transport and non-fossil-fuel-powered mobility, THE PEP is well placed to support member States' efforts to implement the Paris Agreement.

III. Achieving the vision set out in the Vienna Declaration

9. To implement the vision set out in the Vienna Declaration, THE PEP Steering Committee needs to undertake a number of activities, including the following:

- (a) Developing a comprehensive pan-European strategy to achieve the vision and guide the implementation of THE PEP;
- (b) Developing proposals for possible legal instruments in line with the vision, for consideration by the Sixth High-level Meeting on Transport, Health and Environment;
- (c) Developing a communications strategy to disseminate the results of THE PEP in order to raise awareness among stakeholders and citizens;
- (d) Supporting the establishment of coordination mechanisms at the national level between the transport, health and environment sectors, including subnational and local authorities and involving other relevant stakeholders;
- (e) Monitoring the implementation of THE PEP;
- (f) Holding its annual meetings, as well as biannual meetings of its Bureau;
- (g) Requesting ECE and the World Health Organization (WHO) Regional Office for Europe to continue to provide secretariat services and to continue supporting them in this endeavour.

10. In the first months of 2020, the coronavirus disease (COVID-19) pandemic struck the ECE region, with member States introducing national and international travel restrictions that affected the economy.

11. When planning reopening measures, it became clear to ECE member States that relaunching the economy would not be sustainable unless transport systems were restarted taking into consideration lessons learned during the pandemic. Taking this into account, member States joined forces to begin drafting a set of green and healthy sustainable transport principles, for adoption at the Fifth High-level Meeting.

12. THE PEP vision needs to consider that the rebuilding of transport requires a holistic approach, with an emphasis on inclusiveness, fairness and other social aspects, while keeping in mind health and the environment.

IV. Implementing the workplan

13. In accordance with its Terms of Reference and Rules of Procedure, THE PEP Steering Committee is the main decision-making body for the implementation of THE PEP. It operates under the authority of the High-level Meeting on Transport, Environment and Health to promote, coordinate and monitor the implementation of THE PEP workplan and is responsible for giving guidance and strategic directions to THE PEP.

14. The Steering Committee is assisted by a Bureau consisting of 9 to 15 members elected by the Steering Committee. The members of the Bureau represent the transport, environment and health sectors. The Bureau is responsible for preparing the meetings of the Steering Committee and for following up on its decisions.

15. The High-level Meetings have, in the past, set Priority Goals to be achieved to implement THE PEP. To support achievement of the Priority Goals, member States have also adopted implementation mechanisms. The current implementation mechanisms are:

- (a) A series of national, subregional and regional workshops on sustainable transport policies (THE PEP relay race);

(b) Preparation and implementation of national action plans on transport, health and environment, supported by methodological guidance developed within the framework of THE PEP;

(c) Partnerships to support implementation of THE PEP workplan, with a focus on specific technical implementation aspects of the Priority Goals;

(d) THE PEP Academy, a platform linking science, policy and practice in order to strengthen capacities for integrated policymaking, supported by THE PEP Clearing House.

16. THE PEP implementation mechanisms are an important element in the implementation of the workplan. They are supported by tools used within THE PEP.

17. Lead countries or organizations facilitate, with the assistance of THE PEP secretariat, the implementation of the activities outlined in THE PEP workplan and act as coordinator and/or rapporteur. Lead countries or organizations report to THE PEP Steering Committee on progress made and challenges encountered in the implementation of these activities.

18. THE PEP workplan for the period 2021–2025 will be implemented in close cooperation with national and international governmental and non-governmental stakeholders, including local and municipal authorities, youth organizations, research organizations and academia.

19. Implementation of the proposed activities will be conditional on the mobilization of the necessary resources.

V. Structure of the workplan

20. The workplan is organized into nine programme areas (see table below). Programme area 1 corresponds to the overall implementation of THE PEP vision expressed in the Vienna Declaration. Programme areas 2–9 correspond to each of the focus areas identified in paragraph 2 (a)–(h) of the Declaration.

21. Each programme area includes overall activities that lead to its implementation. As implementation of activities depends on the availability of resources and leadership by stakeholders, the lead country or organization is indicated next to each programme area.

22. In addition, the workplan indicates the implementation mechanisms that could be used to support the activities. Furthermore, the relevant Sustainable Development Goals are indicated for each programme area, in line with the decision to align further THE PEP with the 2030 Agenda for Sustainable Development.

VI. Workplan activities

| <i>Programme area and activities</i> | <i>Lead country/organization</i> | <i>Implementation mechanisms</i> | <i>Timeframe</i> | <i>Resources</i> | <i>Sustainable Development Goals</i> |
|--|-------------------------------------|----------------------------------|------------------|------------------|--------------------------------------|
| 1. Transforming to clean, safe, healthy and inclusive mobility and transport for the happiness and prosperity for all | | | | | 3; 7; 8; 9; 11; 12; 13 |
| Development of a comprehensive pan-European strategy on transport, health and environment, (taking into account the experiences of the COVID-19 crisis) | Steering Committee and lead country | | By 2023 | | |
| Development of proposals for a possible legal instrument in line with THE PEP vision and the Priority Goals, for consideration by the Sixth High-level Meeting on Transport, Health and Environment | Steering Committee and lead country | | By 2025 | | |
| Organize a meeting to take stock of progress 20 years after the establishment of THE PEP | France | | 2022 | | |
| Development of a communication strategy to raise awareness of opportunities for and benefits of sustainable and healthy transport and disseminate the results of THE PEP | Bureau | | | | |
| Development of joint initiatives and actions at the international, regional, national and local levels to support member States in the transition towards more resilient, safe, equitable and sustainable transport and mobility systems | Bureau and Steering Committee | | 2021–2025 | | |

| <i>Programme area and activities</i> | <i>Lead country/organization</i> | <i>Implementation mechanisms</i> | <i>Timeframe</i> | <i>Resources</i> | <i>Sustainable Development Goals</i> |
|---|---|--|------------------|------------------|--------------------------------------|
| Monitoring the implementation of THE PEP (and identifying country needs and main challenges in the implementation process) | Bureau and Steering Committee | | | | |
| Organization of annual meetings of the Steering Committee and of biannual meetings of the Bureau | Bureau | | Yearly | | |
| Secretariat services | | | | | |
| 2. Ensuring the resilience of transport systems to climate change, pandemics and other disasters | | | | | 3; 7; 8; 9; 11; 12 |
| Implementation of the Recommendations on green and healthy sustainable transport and support to member States | Steering Committee/Task force | Partnerships and others | 2021–2025 | | |
| 3. Improved living conditions in cities and regions by integrating environmental and health policies and objectives into coordinated transport and spatial planning | | | | | 3; 9; 11; 13 |
| Activity to support coordination on the integration of sustainable transport, land-use planning, health and the environment | Russian Federation and France | Relay races and Partnerships | | | |
| 4. Clean, safe, low-noise and net-zero emission transport by implementing policies and actions for healthy, active and safer mobility | | | | | 3; 7; 11; 12; 13 |
| Activity to implement the Pan-European Master Plan for Cycling Promotion, including activity to promote measures to shift from motorized mobility to active mobility (and measures directly addressing COVID-19 and the role that | Austria and France, as leaders of the Partnership, ECF, CONEBI, ECE and other member States | Partnership on Cycling Promotion, extended to Partnership on Active Mobility | | | |

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|---|---|--|------------------|------------------|--------------------------------------|
| cycling could play in making transport systems more resilient), including continuing the work on and the implementation of the infrastructure module and the development of the pan-European competence centre on active mobility | | | | | |
| Development of a pan-European master plan for active mobility | Austria, France and other member States | Partnership on Cycling Promotion, extended to Partnership on Active Mobility | | | |
| Activity to further develop THE PEP tools and promote their application in decision-making process | Steering Committee | Partnership on Cycling Promotion, extended to Partnership on Active Mobility | | | |
| Activity under THE PEP Academy to transfer knowledge and best practices and reinforce capacities of member States for integrated policymaking | Steering Committee and lead country | | | | |
| Activity for future updates and improvements of HEAT | WHO | Partnership on HEAT | | | |
| Activity to promote eco-driving | Austria | Partnership on Eco-Driving | | | |
| Activity to accelerate development and introduction of low- and zero-emission vehicles, electromobility and related infrastructure through financial and other support programmes | Steering Committee | | | | |
| Activity for future updates and improvements of ForFITS | ECE | | | | |

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|--|--|---|------------------|------------------|--------------------------------------|
| 5. The social inclusivity of access to mobility and transport | | | | | 3; 7; 8; 9; 11; 12 |
| Identify partners and stakeholders and create synergies with them so that all levels of society can be reached (how to involve them, how to benefit from them and how to make them benefit from us) (including custodians of Sustainable Development Goals and indicators) | Bureau and Steering Committee | | | | |
| 6. Directing investments, fiscal incentives and green finance initiatives towards sustainable transport to stimulate job creation and the economy | | | | | 8; 9; 11; 12; 13 |
| Green and healthy jobs in transport | France exploring possibilities regarding further support | Partnership on jobs in Green and Healthy Transport | | | |
| 7. Making the best use of the benefits of the digitalization of transport and mobility services | Steering Committee | | | | 3; 8; 11; 12 |
| 8. Implementing sustainable mobility management and services, employing appropriate technologies for clean, efficient, healthy and safe transport systems | | | | | 3; 7; 8; 9; 11; 12; 13 |
| Provide ad hoc support and advice towards the creation of transport, health and environment action plans | Bureau and Steering Committee | National transport, health and environment action plans | | | |
| Compilation and sharing of good practices and innovations on green and healthy mobility and cooperation between relevant sectors, at the national and local levels | Bureau, Steering Committee and other stakeholders, for example EPOMM | | | | |

| <i>Programme area and activities</i> | <i>Lead country/organization</i> | <i>Implementation mechanisms</i> | <i>Timeframe</i> | <i>Resources</i> | <i>Sustainable Development Goals</i> |
|---|--|--|------------------|------------------|--------------------------------------|
| Promotion activities and sharing of good practices on mobility management and more studies on managed mobility | Bureau, Steering Committee, lead country, for example Austria, and stakeholders, for example EPOMM | | | | |
| Activities on tourism and mobility | Austria | TRANSDANUBE Partnership, extended to Partnership on Sustainable Tourism Mobility | | | |
| Development and implementation of studies on the environmental and health impacts of new mobility options | Bureau and Steering Committee | | | | |
| 9. 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 | | | | | 3; 7; 9; 11; 12; 13 |
| See activities in programme areas 3 and 4 on supporting active mobility and integration of transport planning into urban planning | Bureau and Steering Committee | Partnerships | | | |

Abbreviations: CONEBI, Confederation of the European Bicycle Industry; ECF, European Cyclists' Federation; EPOMM, European Platform on Mobility Management; ForFITS, For Future Inland Transport Systems model; HEAT, Health Economic Assessment Tools; TRANSDANUBE Partnership, THE PEP Partnership on Environmentally healthy mobility in leisure and tourism.