

Outline for the Pan-European Strategy on transport, health and the environment

Prepared by THE PEP Secretariat

Background

The High-level Meeting on Transport, Health and Environment, held on 17-18 May 2021, decided 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 to 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) Develop further synergies between THE PEP activities and the implementation of the 2030 Agenda, the Paris Agreement and other relevant intergovernmental processes through the activities set out in the Vienna Declaration 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.

This document was prepared by the secretariat to map out the structure of the Strategy. The Steering Committee is invited to discuss and brainstorm on its content and decide on the next steps for the development of the comprehensive document.

I. Proposed outline of the Strategy

1. Introduction/Background

This part could introduce THE PEP and briefly clarify the political mandate given by the Vienna declaration. It could also explain what are the relationships between transport, health and environment and why there is a need for integrated policy; also, how we can achieve the multiple benefits by promoting the sustainable transport and mobility.

The Strategy could provide answers to three key questions – 1) Where are we now? Where we want to be in 2030? and 3) How do we get there?

In particular, this section could address the following items:

- a) What is THE PEP
- b) Why this instrument was developed
- c) What is the Vienna Declaration and its vision, political commitments
- d) What should be the overall objectives of the Strategy
- e) What is the scope of the Strategy
- f) What is the target audience

2. Transport and mobility today – the reality, challenges and opportunities in the pan-European region

Defining the problem is the important first step for strategic planning. This part could provide a critical analysis of the existing situation. It could review, identify and specify the problematic areas in the region with regard to transport and mobility.

In particular, among others, the following can be addressed:

- a) Situation analysis [state of the art; current transport policies, past mistakes, success stories, new trends, etc.]
- b) The main challenges related to transport, health and environment [emissions, safety, poor public transport systems, poor cycling infrastructure, too many cars, congestion, noise, land-take, etc.]
- c) Challenges related to the political, legal, economic, social and technological factors [deficiency of a clear political vision for healthy and sustainable transport (in particular, in the eastern part of the region); inadequate legislation and regulations, lack of professional staff in the national and local authorities, poor monitoring and data collection systems, insufficient financial resources, etc.]
- d) A clear need for a transformation [multiple benefits of the healthy, green and sustainable transport and mobility on our wellbeing should be clearly described]
- e) ...etc.

3. Strategic Vision and Objectives for the transformation needed

This section could determine and identify strategic goals and objectives, based on the Vienna Declaration, its Annexes, SDGs and other relevant strategic policy documents:

- a) **Vision**
 - Clean, safe, healthy and inclusive mobility and transport for happiness and prosperity for all
- b) **Objectives**
 - Enhancing the resilience of transport systems to climate change, pandemics and other disasters;
 - Ensuring the social and gender inclusivity, affordability and equity in transport systems;
 - Implementing sustainable urban and transport planning solutions
 - Capitalising on micro-mobility
 - Implementing “Vision Zero” by improving road safety
 - Increasing a level of attractive, safe, affordable and reliable public transport and safe and comfortable walking and cycling;

- Making essential living needs accessible by walking and cycling;
- Achieving fair division of streets and public space among all road users;
- Increasing awareness and improving communication to the public on sustainable transport
- Developing synergies between THE PEP activities and the implementation of the 2030 Agenda, the Paris Agreement and other relevant intergovernmental processes;
- ... etc.

4. Strategic approach

To achieve the above mentioned objectives, it could be important to define strategic approaches, such as:

- a) Integrating environmental and health policies into coordinated transport and spatial planning;
- b) Directing investments, fiscal incentives and green finance initiatives towards sustainable transport, to stimulate green job creation and green economy;
- c) Promoting involvement of all stakeholders including national, subnational and local authorities, communities, business sector and civil society, with a special focus on youth and children;
- d) Facilitating technological innovation and digitalization in transport;
- e) ... etc.

5. Priority policy areas

This part could define priority action areas, such as:

- a) Governance at the national and local levels [structures, dissemination of responsibilities, vertical and horizontal collaboration, etc.];
- b) International commitments and legislation [Agenda 2030, Paris Agreement, etc.; national legislation, rules and regulations, etc.];
- c) Monitoring and evaluation [country needs, data collection, surveys, etc.];
- d) Communication and awareness raising;
- e) Implementation mechanisms;
- f) ... etc.

6. Key actions

As stated by the Vienna Declaration the Strategy should include a clear pathway for its implementation. In this part, the key actions for achieving the above-mentioned objectives could be defined, such as:

- a) Developing proposals and recommendations for improving the governance at the national and local levels
- b) Analyzing different legal options and elaborating draft proposals for possible legal instruments
- c) Establishing 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
- d) Organising national, subregional and regional workshops for sharing knowledge and good practices
 - e) Developing methodological guidance for data collection and analysis
 - f) Conducting awareness raising activities
 - g) Developing THE PEP tools and promoting their application in decision-making process
 - h) Implementing concrete measures to reallocate and redesign public space and transport infrastructure, to provide conditions favourable for walking and cycling; to restore trust in public transport, etc.
 - i) elaborating financial incentives and other support programmes for promoting the use of sustainable low carbon fuel options and increasing the share of renewable energy powering transport
- ... etc.

7. Conclusions

This part could summarize the main ideas given above.

II. Way forward

The Steering Committee may wish to discuss and decide on how to proceed with the elaboration of the comprehensive document. In this discussion the following aspects could be considered:

- the goals and vision of the Strategy would define strategic directions for the succeeding work on a potential legal instrument
- the development of the Strategy could be led by an hoc working group composed of experts nominated from the member States. The same ad hoc working group could also work on a proposal for possible legal instruments. The work of the ad-hoc working group could be supported by external consultant/s.
- in the process of the development of the Strategy and its action plan, close synergy would be established with the activities undertaken within the framework of THE PEP Partnerships and the other implementation mechanisms
- for each identified activity, a detailed timeline, responsible organization and cost estimate, including staffing costs, would also be defined
- an overall coordination could be provided by the Bureau of the Steering Committee
- the Strategy would be adopted at the twenty first session of the Steering Committee in 2023.

A possible timeline on what milestones need to be achieved and under what time schedule, is provided below:

Activities Plan for the development of a comprehensive pan-European Strategy on transport, health and the environment, including a clear pathway for its implementation

Timeline/Date	Activity Description
27-28 October 2021	Discussion of the outline of the Strategy and defining next steps for the elaboration of a comprehensive document
November 2021- January 2022	Creation of the ad hoc working group (each member State could nominate, on a voluntary basis, expert/s to join the ad hoc working group)
March 2022	Selection of a consultant (a ToR could be prepared by the secretariat in consultation with the Bureau)
April-June	Drafting the Strategy by a consultant and the ad hoc working group
July 2022	Discussion of the elements of the Strategy at the Bureau meeting
November 2022	Presenting the first draft of the Strategy as an informal document to the Steering Committee
November 2022- November 2023	Further work on the Strategy, including its implementation activities
November 2023	Adoption of the Strategy at the Twenty first session of the Steering Committee