THE PEP Partnership on Eco-Driving

➢ Initiated in 2014 and led by the Austrian Ministry for Climate Protection
➢ Strong focus on Know-how exchange for the promotion of Eco-Driving
➢ Workshops on international level
➢ Pilot Eco-Driving seminars in starter countries
Eco-Driving within the Vienna Declaration

- Ministers recognize the importance of Eco-Driving
- Request to extend to e-vehicles, non-road mobile machinery and other transport forms

24. *Endorse* the practical results and recommendations achieved in the Partnership on Eco-driving, as set out in annex IV to the present Declaration, 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 to the present Declaration, 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:
Recommendations for policy makers adopted

Policy Recommendations for eco-driving
Annex of the Vienna declaration
"Building forward better by transforming to new, clean, safe, healthy and inclusive mobility and transport", adopted at the Fifth High-level Meeting on Transport, Health and Environment, held online in Vienna on 17 and 18 May 2021.

1. Eco-driving facilitates the achievement of important objectives: improved traffic safety, reduced driving stress and greater comfort for drivers; reduced 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 practiced 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 implemented as part of 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 implementation steps are recommended in this regard:

- Following the PEP Guidelines on Eco-driving, platforms of national eco-driving experts and institutions involved in eco-driving should be established. National eco-driving guidelines and eco-driving schemes for eco-driving trainers and eco-driving initiatives should be established.
- Driving trainers should be certified within the framework of the PEP Partnership on Eco-driving to ensure capacity for setting eco-driving courses, training eco-driving teachers and monitoring eco-driving teachers. Eco-driving training courses should be approved, as well as the training providers.
- The eco-driving teachers should be selected in a transparent and competitive manner. The training courses should be based on the PEP Guidelines on Eco-driving and should include theoretical and practical training.

4. 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 driving qualification for trucks and buses. It could also be addressed specifically to experienced drivers not having mastered efficient driving techniques due to driving in a non-efficient manner.

5. There should be a particular focus on eco-driving for electric vehicles, as their proper use may extend their range. Electric vehicle training should continue eco-driving with, in particular, the use of recuperation, as well as effective charging.

6. Eco-driving should be included in policies and strategies in order to ensure the sustainability of eco-driving initiatives.

7. Eco-driving should be is considered a central and cross-sectoral element in order to facilitate the standardization of eco-driving programmes, the exchange of knowledge, the sharing of experiences and the further development of eco-driving itself. 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 cyclic, tractors and construction machinery. To this end, further cooperation between member states should be intensified within the PEP Partnership on Eco-driving.
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THE PEP webinar: Promoting Eco-driving and E-Mobility for drivers and in driving schools

Speakers:

Robin Krutak, Austrian Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology
Reinhard Jellinek, Austrian Energy Agency
Tarek Nazal, Allegium GmbH, Germany
Kay Schulte, German Road Safety Council
Henning Günter, Rupprecht Consult, Germany
Regula Zehnder Herter, Quality Alliance Eco-Drive
Bob Saynor, The Energy Saving Trust
Stefan Ebner, Austrian Driving Schools Association
Kurt Bartels, German Federal Association of Driver Training Associations
Manuel Picardi, European Driving Schools Association
Current activities

➢ Dissemination of the guidelines
➢ Strong focus on Eco-Driving seminars for (new) users of e-vehicles
➢ Exploration of Eco-Driving with construction vehicles
➢ Upcoming partnership meeting 2022
➢ Eco-Driving pilot seminars in Georgia on track for 2022 (funded by GIZ – German Corporation for International Cooperation)