FRENCH PRESIDENCY OF THE COUNCIL OF THE EUROPEAN UNION

EVENT: 20TH ANNIVERSARY OF THE PEP
JANUARY 13 AND 14, 2022
January 13 - 14

Opening: Jean-Baptiste Djebbari, Minister in charge of Transport, France

THE PEP, Highlights of its 5th High Level Meeting, new roadmap

Round tables moderated by Paul de Brem, science journalist

RT1: Health crisis and recovery plans
RT2: Transport and climate change
RT3: Urban planning and urban mobility
RT4: Mobility in rural and sparsely populated areas
Participation

- ~100

- 19 out of 56 countries

  Austria, Canada, Croatia, France, Georgia, Germany, Lithuania, Luxembourg, Moldova, Netherlands, Norway, Portugal, Czech Republic, Russia, Serbia, Slovenia, Spain, Switzerland and Turkey
RT1: Health crisis and recovery plans

- Covid-19 impact
  - Positive: teleworking, bike usage, decommissioning of airplanes, reduction of business travels, attractiveness of local travels, shorter supply chains
  - Negative: decrease of public transport usage, increase of e-commerce, stronger attachment to personal vehicles, economic impacts
- Teleworking -> 100% positive effects (productivity and GHG emissions) until 2 days/week. Beyond, other effect can lead to mixed results (eg: house move)
- To reinforce public transport usage: peak hour smoothing, increase of service quality, air quality importance & face masks.
RT2: Transport and climate change

- Consensus on technological feasibility regarding the massive development of electric vehicles to ensure all light duty vehicles sold post 2035/2040 are 0 emissions.
- Provided electricity is decarbonized, it is an essential component of transport decarbonization.
- Modal shift toward rail and inland navigation is more complex to organize.
- Necessity to accompany the most vulnerable -> different solutions for different local contexts.
RT3: Urban planning and urban mobility

- Spatial redistribution: favor pedestrians, cyclists, and public transports through appropriate urban planning.
- Investments needed: cycle lanes, bike parking, space restructuration, interconnections, and disincentives to car usages (UVAR, paid parking price)
- Limitation to 30km/h can accompany, but only for specific areas were it can be justified (lot of pedestrians/cyclists), otherwise it is not respected and generate disapproval.
RT4: Mobility in rural and sparsely populated areas

- Bike is also relevant in rural areas, notably with the reach increase allowed by e-bikes. Cycle paths should be carefully evaluated.
- Public transport is not always relevant, and should be adapted: on-demand transport, smaller busses, dynamic routes. Not always economically sustainable, and can be an issue of national solidarity. Launching a new bus line implies a lot of communication to attract users.
Documents:

https://thepep.unece.org/events/20th-anniversary-pep