Fourth Meeting of the
Ad Hoc Working Group on Strategy and Possible Legal Instruments

1 December 2022

Session 3
STRATEGY ON TRANSPORT, HEALTH AND ENVIRONMENT

Update on the status of the desk review on transport, health and environment policy documents

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The mandate

• Desk review of THE PEP publications about sustainable, green and healthy transport, including all outcome documents of the Fifth High-level Meeting

• Review relevant publications, legally-binding instruments and policy tools and instruments at subregional, regional and global levels supporting sustainable transport, including those of the UNECE Inland Transport Committee, UNECE Committee on Environmental Policy, World Health Organization, and the OECD International Transport Forum and its Transport Research Committee

• The focus should be on the nexus between transport, health and environment.

• The consultant will also examine the activities undertaken within the framework of THE PEP Partnerships and the other implementation mechanisms of THE PEP, and with activities undertaken under other international forums in the field of transport, health and environment
Structure of review: attempts

• Need to structure review according to final use
• For instance, using the categories on the comprehensive chart on the right but:
  • Not really workable for a review since many policies/documents/tools concern at the same time several of the items on the chart
• So: something simpler but still comprehensive

Source: THE PEP
Structure of review: the Vienna Declaration

- The Vienna Declaration vision
  - Building forward better by transforming to new, clean, safe, healthy and inclusive mobility and transport

- New mobility and transport
- Clean mobility and transport
- Safe mobility and transport
- Healthy mobility and transport
- Inclusive mobility and transport
## Structure of review: the Vienna Declaration

<table>
<thead>
<tr>
<th>Category</th>
<th>Details</th>
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<td><strong>Inclusive mobility and transport</strong></td>
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<td>Better connections</td>
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<td>Accessibility</td>
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Structure of review: scoping

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<td>UNECE Comm. on Environ. Policy</td>
<td>WHO</td>
<td>Other UN Agencies incl.</td>
<td>OECD ITF</td>
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THE PEP, UNECE ITC, UNECE Comm. on Environ. Policy, WHO, Other UN Agencies incl., OECD ITF, EU, CIS.
Structure of review: details of publications and tools

Publication A

General information

Relevance to THE PEP strategy

Current situation

Indications for action

Notes towards THE PEP strategy

19. Guidelines for National Eco-driving Initiatives

19.1. General information

Title: Guidelines for National Eco-driving Initiatives
Issuing body: THE PEP, Federal Ministry of Austria – Climate Action, Environment, Energy, Mobility, Innovation and Technology, Climate Action via EcoDriving Austria
Publication date: May 2011
Nature of policy instrument: Guidelines for national authorities
Description: A set of guidelines to establish eco-driving programmes by training the drivers of all types of vehicles, whether private or in fleets, public or corporate. Divert of any experience, from driving school trainers to professional drivers with years of experience.
Geographical scope: Pan-European
Scope: Trainers or drivers of all types of vehicles, whether private or in fleets, public or corporate. Divert of any experience, from driving school trainers to professional drivers with years of experience.

19.2. Relevance to THE PEP strategy

19.2.1. Current situation

THE PEP has a dedicated Partnership on eco-driving.

The THE PEP Partnership provides:
- exchange of experience
- support for implementation of eco-driving training
- education seminars for driving trainers in respective countries

Training seminars were conducted within THE PEP by Austrian eco-driving master trainers in Kazakhstan and the Russian Federation.

In detail, the THE PEP Partnership on eco-driving contributes to:
- reducing emissions of transport-related greenhouse gases, air pollutants and noise (goal tree of THE PEP Partnership)
- driving to promoting policies and actions conducive to healthy and safe modes of transport (goal tree of THE PEP Partnership)

19.2.2. Indications for action

Eco-driving is an easy but efficient way of driving and saving money and energy. It can be applied by any driver in daily practice with all vehicles (cars, vans, buses, trucks, trains, tractors, or construction machines) and in all traffic conditions – without expensive investments in infrastructure or new vehicle technologies. Benefits mentioned can be achieved in equal or reduced travel time between origin and destination.

The guidelines strongly underscore the role of trainers as the successful factor in eco-driving.

For eco-driving programmes to be successful the following points are important:

1. Ensure longevity of the eco-driving initiative, by embedding it with a long-term strategy and providing long-term funding. Eco-driving training should be included into existing training programmes and, for instance, be part of induction for new employees.

Experts and experts. It is important to understand the current status of eco-driving and then five master trainers to provide training for local driving instructors that would become trainers of driving instructors. A team of five instructors should then be set up. Eco-driving training seminars should be held for different types of drivers: long-distance drivers, public and private transport drivers, and driving school trainers. The seminars should cover the following topics:

- The importance of practical training: The publication states that eco-driving is much more than following eco-driving principles and trained drivers have a key role in deploying the techniques by addressing behavioral patterns of long-term practicing drivers, including professional ones.
- The roll-out of eco-driving training courses: The guidelines provide several formats of training depending on the target group and on the time available. They also indicate that eco-driving should be taught to be demonstrated to drivers (for instance, fuel consumption per month by unit distance), to check the lasting effects of the programme and address.
- Resisted the barriers and how to overcome them. The guidelines further reinforce the need for initial training supervised by qualified trainers especially for driving professionals. Trainers need to be able to address technical, social, psychological and cultural issues. Sometimes participants of training seminars are opposing the idea of getting trained at an eco-driving training programmes for drivers of different vehicles. As mentioned below eco-driving enables various vehicles, trucks and buses, trains, taxis, tuk-tuks, or construction machinery vs. eco-driving in electric vehicles, which decreases travel range. Techniques for e-vehicles is slightly from those for conventional vehicles.

A European director has made eco-driving mandatory by the European legislation of the practical examination of new drivers since 2013. However, the level of eco-driving is taught in driving education differs largely between countries.
Structure of review: details of publications and tools

Publication A
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Relevance to THE PEP strategy
Current situation
Indications for action
Notes towards THE PEP strategy

Publication B
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Notes towards THE PEP strategy

Publication C
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Publication D
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Tool I
General information
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Notes towards THE PEP strategy

Tool II
General information
Relevance to THE PEP strategy
Features
Notes towards THE PEP strategy

Tool III
General information
Relevance to THE PEP strategy
Features
Notes towards THE PEP strategy

Key points reported into main review document and used as input/background to the strategy
Detailed review attached as annex
Review: workflow

1. Scoping stage
2. Review stage and writing up of detailed review
3. Writing up of summary review

Elements for discussing/drafting THE PEP strategy

Review + Annex
Issue with scoping: size of results

- Works by THE PEP, in some cases, go under other UN Agencies since they published them

<table>
<thead>
<tr>
<th>THE PEP</th>
<th>UNECE Inland Transport Committee</th>
<th>UNECE Committee on Environmental Policy</th>
<th>World Health Organisation</th>
<th>UN (other parts, see UNESCAP)</th>
<th>OECD ITF</th>
</tr>
</thead>
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- Items highlighted in grey are results of THE PEP initiatives but sometimes published by other parts of the UN

- Items in italics are Conventions, WPs of UNECE, projects, initiatives that are mentioned here but not further analysed in the
Issue with scoping: size of results

- The current scoping exercise has resulted in about 200 publications/policy documents
- Additionally, there are several other key policy actions: Conventions, Partnerships initiatives
- Further policy/documents may be added as some Agencies/Bodies have been particularly productive across several sectors
- This is an issue since reading the documents is required to draft the detailed review (reading the executive summaries is not enough) and it is time demanding
- Points for discussion indicated by the Secretariat in the draft agenda