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## Economic Commission for Europe

### Inland Transport Committee

#### Eighty-first session

Geneva, 19-22 February 2019

Item 4 (e) of the provisional agenda

#### Strategic questions of a horizontal policy nature:

**Transport, Health and Environment Pan-European Programme**

## **The Transport, Health and Environment Pan-European Programme (THE PEP)**

### **Note by the secretariat**

1. The Transport Health and Environment Pan-European Programme (THE PEP) is an intergovernmental policy framework that was established in 2002. The Environment and Sustainable Transport Divisions of the United Nations Economic Commission for Europe (ECE) and the World Health Organization (WHO) Regional Office for Europe serve as the secretariat. THE PEP aims to achieve transport patterns that are sustainable for human health and the environment in the pan-European region through an integrated policy approach.
2. The 56 member States of the ECE-WHO European region, together with civil society and international organizations focus on priorities at the pan-European level where further work of the international community is most needed and could have the biggest impact:
  - integration of environmental and health aspects into transport policies and decisions
  - shift of the demand for transport towards more sustainable mobility
  - urban transport issues.
3. The five priority goals of THE PEP are:
  - Goal 1: To contribute to sustainable economic development and health-friendly transport.
  - Goal 2: To manage sustainable mobility and promote a more efficient transport system.
  - Goal 3: To reduce emissions of transport-related GHGs, air pollutants and noise.
  - Goal 4: To promote policies and actions conducive to healthy and safe modes of transport.

- Goal 5: To integrate transport, health and environmental objectives into urban and spatial planning policies.

## **I. Activities of the Steering Committee**

4. The Steering Committee of THE PEP met for its sixteenth session from 12 to 14 December 2018 with Mr. Robert Thaler as Chair, who represents the environment sector. Mr. Vadim Donchenko presided over the thirty-third meeting of the Bureau on 10 and 11 July 2018. The Steering Committee focused on the Fifth High-level Meeting on Transport, Health and Environment (22-24 October 2018, Vienna) (discussed below).

5. The Steering Committee session was opened with a symposium on Goal 3 of THE PEP entitled “Achieving multiple benefits through active mobility: reduced emissions and noise, better environment and improved human health”.

## **II. THE PEP Relay Races 2018**

6. Since 2008 THE PEP has organized relay races in a number of cities in the pan-European region. The relay races sought to raise awareness on promoting sustainable transport solutions for the city environment.

7. THE PEP fourteenth Relay Race took place in Saint Petersburg, Russian Federation on 23 October 2018 back-to-back with the “XVII Annual Strategic Planning Leaders Forum of the Regions and Cities of Russia”. The theme of the Saint Petersburg meeting was “State policy on the introduction of innovative green and healthy technical and technological solutions in road and urban passenger transport”. With the participation of more than 80 experts from ECE and non-ECE governments as well as international organizations, the conference contributed to improving the professional competency of decision makers and managers in the fields of mobility, transport and traffic management, and urban planning. The main aim was to improve the urban transport systems with the aims of achieving sustainable urban mobility, ensuring of green and healthy environment, improving the quality of life of urban population through implementation of transport policy and solutions encouraging introduction of innovative “green and healthy” technical and technological solutions.

8. More than seventy participants attended the fifteenth THE PEP Relay Race in Rimini, Italy on “Active mobility: Making the change towards a green and healthy urban transport environment.” Over 70 participants from national and international stakeholders as well as from international organizations discussed the importance and development of active mobility in cities across the region and how best to integrate active mobility into urban planning policies. This was the first such event in Italy and participants encouraged further such events in Italy in the future.

## **III. Publications and Studies**

9. In preparation for the Fifth High-level Meeting, a number of publications and/or have been completed or a currently being finalised.

### **A. Pan-European master plan for cycling promotion**

10. The draft pan-European master plan for cycling promotion was developed to promote cycling as an enabler for sustainable livelihoods, better environment, improved health and

safety, greater social inclusion and economic prosperity. It was drafted in partnership between THE PEP, led by Austria and France, over a period of four years and involved the active participation of 25 member States and many additional stakeholders.

11. The master plan includes recommendations based on evidence and good practice from the region, as well as offering a catalogue of actions that cities and countries select based on their needs and according to their administrative system, geographical conditions and policy objectives.

12. The draft master plan shows that cycling contributes to sustainable economic development and job creation by:

- Creating over 400,000 jobs and €3.5 billion in turnover in retail bicycle sales.
- Being a key component of sustainable mobility.
- Reducing congestion which can have an indirect economic benefit of about €4.9 billion.
- Reducing emissions and energy consumption including by reducing GHG emissions by 8 M tons of CO<sub>2</sub> (a savings of €1.1 billion per annum), reducing other air and noise pollution (a savings up to €0.8 billion per annum), and reducing fuel costs by as much as €2.6 billion per annum.
- Ensuring a healthier and safer society by reducing absenteeism at work, resulting in up to €7 billion in indirect economic benefits per annum.

13. The draft master plan estimated that cycling can bring total benefits from across the region of over €130 billion per annum.

## **B. Handbook on good practices and case studies in the field of sustainable transport and urban planning**

14. At its fifteenth session, THE PEP Steering Committee (6-8 November 2017, Geneva) proposed to develop a manual of current practices and solutions in sustainable transport and urban planning, that would be launched and potentially adopted at the Fifth High-level Meeting in Vienna, in the autumn of 2019. A project was initiated that was funded by the Russian Federation. The Inland Transport Committee during its eightieth session in Geneva, 20-23 February 2018 (ECE/TRANS/274, para. 33) requested the Working Party on Transport Trends and Economic (WP.5) of the Inland Transport Committee, as the analytical body of the Sustainable Transport Division, to undertake this study in close cooperation with THE PEP.

15. More specifically, the project aims at: (a) supporting the development of integrated transport and urban development and land use policies that take into account environmental and health issues and quality of life, (b) raising awareness among policymakers at national level of the relevance and benefits of promoting national policies that support local action towards integrated transport and urban planning, and providing them with inspiring examples of practices, and (c) raising awareness internationally of the importance of linking sustainable transport policies into urban planning as a means to achieve multiple targets of the 2030 Sustainable Development Agenda.

16. On 4 September 2018 in Geneva, in the framework of WP.5, a workshop was held on “Integrated transport and urban development including environmental, health and quality of life perspectives”. The workshop was organized for the member States to brainstorm on this topic as well as discuss and suggest proposals on how better prepare the above-mentioned publication and gather as many case studies and good practices as possible. To collect

relevant information in a coordinated way, a questionnaire had been made available in English, French and Russian. Replies to the questionnaire were welcomed from relevant authorities including ministries (transport, infrastructure, health, environment, urban development) and central and local government authorities, universities as well as mayors of larger cities or governors of regions.

### **C. Jobs in Green and Healthy Transport: Making the Green Shift**

17. The Partnership on Jobs in Green and Healthy Transport (PJGHT), in support of Goal 1 of THE PEP, aims to stimulate a debate and shared understanding on jobs in green and healthy transport, analyse the potential for greening “old” jobs and creating “new green” jobs in transport and mobility and assess the qualitative and quantitative impacts on the environment, health, transport and economy. Since its inception two studies have been carried out:

- Jobs in green and healthy transport: Setting the framework for the partnership including definitions on what a green and healthy job is (including: supporting active travel, encouraging behavioural change, reducing car use, improving public transport, mobility management, reducing travel demand, technical efforts to reduce emissions, freight and tourism initiatives). The study also showed a preliminary analysis of potential jobs that could be created in the sector.
- Cycling and green jobs: This second study detailed a specific area of green jobs - cycling. It found that up to 435,000 additional jobs might be created if 56 major cities in the pan-European region had the same modal share of cycling as Copenhagen.

18. A third study is currently underway with ILO entitled “Jobs in green and healthy transport: making the green shift”, which assesses green jobs generation, with a focus on the electrification of private transport and a further shift to public transport. For each of these areas of focus, a set of scenarios have been developed which aim to review the likely future impacts, for example in employment in car manufacturing when the engine would be a battery rather than an internal combustion type. The study should be completed before the summer 2019 for adoption at the Fifth High-level Meeting of THE PEP.

## **IV. Ministerial Declaration in support of the Fifth High-level Meeting of THE PEP**

19. As mentioned above, the activities for 2018 (and 2017) have focused on preparing the Fifth High-level Meeting. A key output from the meeting would be a declaration from ministers on developing sustainable transport. The declaration is with the drafting group and the draft will be circulated shortly for comment to member States.

20. The Committee **may wish to encourage** member States to actively contribute and participate in the Fifth High-level Meeting on Transport, Health and Environment.

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