



Sustainable, clean and healthy transport: implementing the Vienna Declaration of the fifth High-level Meeting on Transport, Health and Environment

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Fifth High-level Ministerial Meeting on Transport, Health and Environment

17–18 May 2021

Online, hosted by Austria

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What problem we want to solve -Health and environment effects of transport

- Air pollution
- Road traffic injuries
- GHG emissions
- Noise from transport
- Congestion
- Land-take
- Reduced opportunities for physical activity
- Biodiversity fragmentation



Health and environment effects of transport



The projected growth of the transport sector



Source: Sustainable Mobility for All (1).

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Establishment of THE PEP



- IN **2002** TRANSPORT, ENVIRONMENT AND HEALTH PAN-EUROPEAN PROGRAM (THE PEP) WAS ESTABLISHED IN GENEVA BY THE 1ST HIGH-LEVEL (MINISTERIAL) MEETING ON TRANSPORT, ENVIRONMENT AND HEALTH
- THE PEP PARTNERS – **UN ECE ENVIRONMENT AND TRANSPORT DIVISIONS, WHO REGIONAL OFFICE FOR EUROPE**
- **HIGH-LEVEL MEETINGS ARE THE HIGHEST GOVERNING BODY OF THE PROGRAM. THE PROGRAM IMPLEMENTATION IS MANAGED BY THE PEP STEERING COMMITTEE**
- AT HIGH-LEVEL MEETINGS, MINISTERIAL DECLARATIONS ON TRANSPORT, HEALTH AND THE ENVIRONMENT ARE ADOPTED. METHODOLOGICAL DOCUMENTS, REVIEWS AND OTHER MATERIALS ARE BEING PREPARED FOR THE MINISTERIAL MEETINGS.
- **THE 6TH HIGH-LEVEL MEETING IN 2025 HAS BEEN INVITED TO MOSCOW.**

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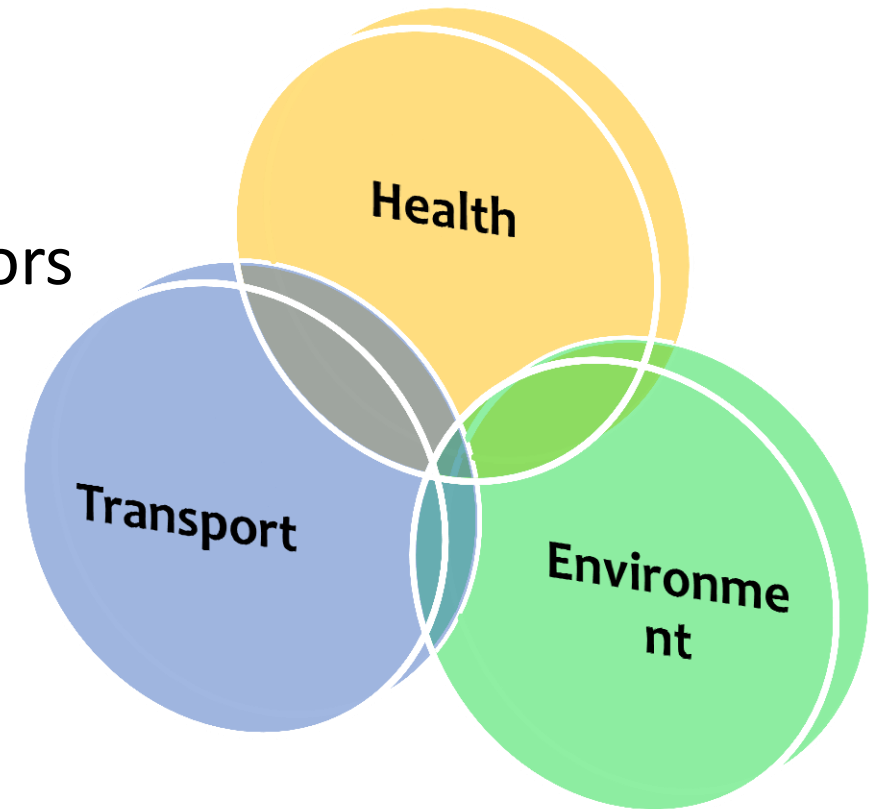
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What is THE PEP



T Transport
H Health
E Environment

3 working sectors



P Pan-
E European
P Programme

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How does THE PEP operate?

- **High-level Meeting** on Transport, Health and Environment
- **THE PEP Steering Committee** - principal decision-making body
- **THE PEP Bureau** – 3 sectors, 9-15 members
- **Implementing mechanisms**

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THE PEP in the United Nations' Framework



56 UNECE member States



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THE PEP implementation mechanisms

➤ THE PEP Relay Race



➤ NTHEAPs



➤ Partnerships



➤ Academy



➤ THE PEP Tools



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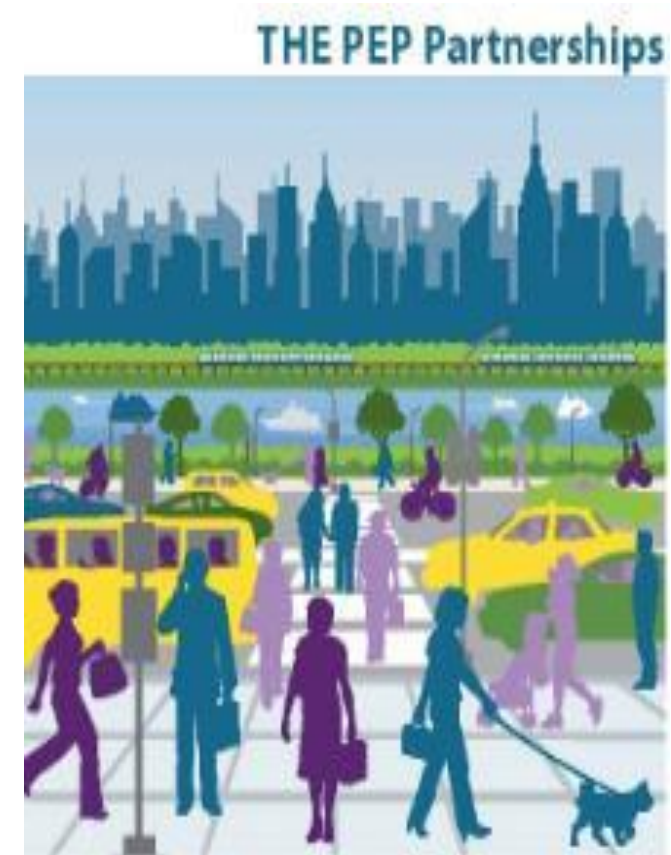


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THE PEP Partnerships

1. Partnership on active mobility
2. Partnership on HEAT
3. Partnership on eco-driving
4. Partnership on sustainable tourism mobility
5. Partnership on jobs in green and healthy transport
6. Partnership on the integration of transport, health and environment concerns in spatial and urban planning
7. Partnership on child- and youth-friendly mobility



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THE PEP Relay Race

- Series of capacity-building workshops, also known as a “staffette”
- “Passing the baton” of best practices and lessons learnt from city to city and region to region
- 14 relay race workshops - under the auspices of THE PEP staffete from 2009 through 2021



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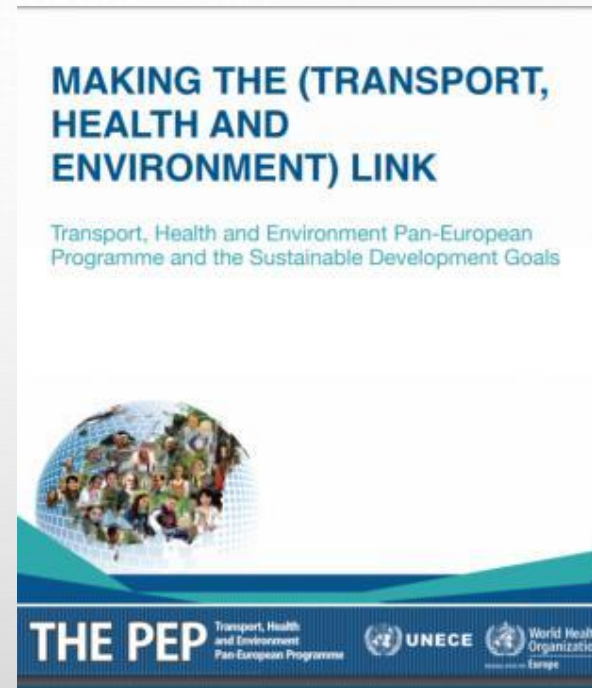
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THE PEP contributes to several SDGs



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The High-level Meeting and the Vienna Declaration:

“Building forward better by transforming to a **new, clean, safe, healthy and inclusive mobility and transport**”



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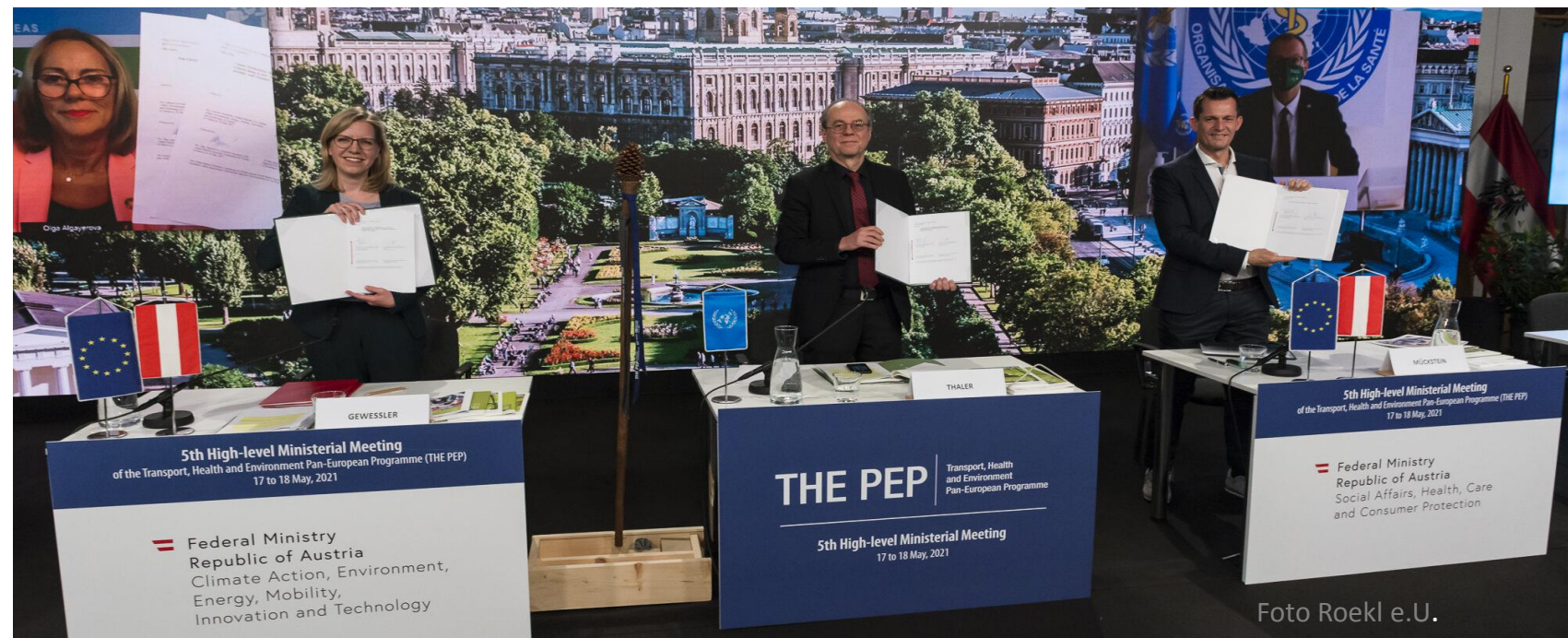
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Adoption and virtual signing of the Vienna Ministerial Declaration and the first Pan-European Master Plan on Cycling Promotion



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Vienna Declaration: our Vision 1/2

- (a) Ensuring the **resilience** of transport systems to climate change, pandemics and other disasters;
- (b) **Improved living conditions** in cities and regions by integrating environmental and health policies and objectives into coordinated transport and spatial planning;
- (c) **Clean, safe, low-noise and net-zero emission** transport by implementing policies and actions for healthy, active and safer mobility;
- (d) The **social inclusivity** of access to mobility and transport;
- (e) Directing **investments, fiscal incentives and green finance initiatives** towards sustainable transport to stimulate job creation and the economy;



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Vienna Declaration: our Vision 2/2

- (f) Making the best use of the benefits of the **digitalization** of transport and mobility services;
- (g) Implementing **sustainable mobility management** and services, employing appropriate technologies for clean, efficient, healthy and safe transport systems;
- (h) The promotion of solutions to implement **sustainable urban mobility**, including a wide range of electric urban public transport modes and cycling and walking, and consideration of these forms of mobility in transport and spatial planning;



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Vienna Declaration: further commitments

5. Support the implementation of **mobility management programmes** for cities, regions, companies, tourism and schools, (...);
6. Commit to ensuring that **transport, health, the environment and spatial planning are considered together** to achieve **policy coherence** with regard to reducing urban sprawl (...);
7. Decide to establish **coordination mechanisms** at the national level between the transport, health, environment and spatial planning sectors, including subnational and local authorities and involving other relevant stakeholders;



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Annex I: Challenges, opportunities and vision (THE PEP Facts & Figures)

- Answers the question: how healthy, safe and environmentally friendly is our transport today?
- Provides a solid basis for Member States to support their efforts in advancing the transport system for the better and to accelerate the transformation towards sustainable transport and mobility



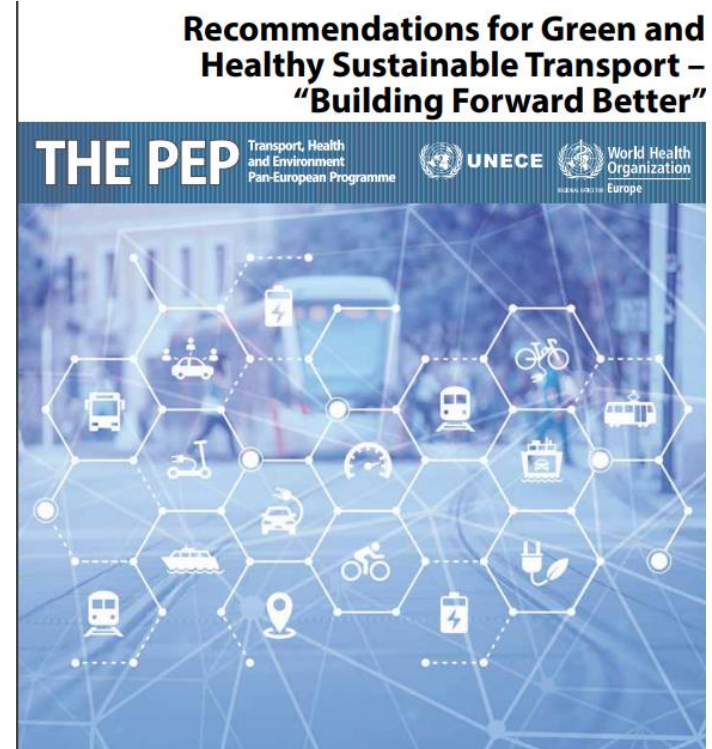
Combining urban and transport planning — how to deal with street and road networks congestion using urban planning methods

Saint Petersburg, Russian Federation, 25 October 2021



Annex II: Recommendations for Green and Healthy Sustainable Transport – Building forward better

Based on the “main lessons” learned from the COVID-19 crisis, proposes a set of recommendations to support countries in making the transition to green and healthy sustainable transport



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Urban transport: from chaos to quality



(experience from Russian cities)



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CHANGING THE PUBLIC TRANSPORT MANAGEMENT MODEL

(VEB-Ministry of Transport)

Existing PT management model

1. Priority - minimize budget expenditures. Lack of responsibility for the quality of PT services.
2. The carrier defines the type of rolling stock, the frequency of traffic. An unregulated tariff is allowed
3. Competition of carriers for passengers on the PT routes, for revenue from passengers



Target model of PT management

1. Priority - meeting the requirements of the transport service quality standards
2. Establishment by the Administrations of target quality standards for each route, an uniform tariff system, “gross-contracts”
3. Competition of carriers for PT route groups (for contracts)



COVID-19 and the New normality



- Trips replaced by virtual contacts
- Increasing attention to the green transport solutions
- New requirements for safety

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Walking and cycling



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Annex III: Pan-European Masterplan for Cycling Promotion

Our vision is to promote cycling, which will contribute to sustainable livelihoods, a better environment, improved health and safety, greater social inclusion and economic prosperity, and overall improvement in the quality of life of our citizens

11 Fields of Action with 33 Recommendations



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Saint Petersburg, Russian Federation, 25 October 2021



Annex V: Handbook on Sustainable Urban Mobility and Spatial Planning

Provides solutions on how to integrate Transport, Health and Environment and quality of life objectives into urban and spatial planning policies

A Handbook on Sustainable Urban Mobility and Spatial Planning
Promoting Active Mobility



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It's necessary to go beyond considering only the urban transport system themselves to **AVOID** mobility



- It is possible to reduce the negative impact of transport and mobility on the environment and public health in cities only through the implementation of systemic, integrated and long-term approaches
- It is necessary to consider, simulate and plan the development not of the urban transport system itself, but of a complex "city-transport" system within the framework of the common urban policy. Only such an approach will provide an opportunity to manage transport demand by improving solutions in the field of land use and urban planning
- **“Avoid mobility” approach** means – more dense, mixed (multifunctional), limited in a number of floors and transit-orient development of territories

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Shift mobility to more sustainable modes!



- urban public transport and the use of active mobility are the main sustainable alternatives to using a personal car in the city
- in order to switch people to public transport, it is necessary to ensure safety, affordability and of high quality of its services.
- in turn, this requires sustainable financing for the development and operation of public transport
- and in turn, measures are needed to de-stimulate the use of personal vehicles (parking policy, introduction of “Environmental Zones”, physical restrictions and so on)





THE PEP and the Vienna Declaration

Let's build forward better!

For more information visit:

<https://thepep.unece.org/>



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