

## **Outline for the Pan-European Strategy on transport, health and the environment**

### **Background**

At the Fifth High-level Meeting on Transport, Health and Environment in May 2021, governments adopted the Vienna Declaration “Building forward better by transforming to new, clean, safe, healthy and inclusive mobility and transport” which builds upon the previous work of THE PEP, the lessons learned from the consequences of the COVID-19 pandemic and looks forward with its vision of a “clean, safe, healthy and inclusive mobility and transport for happiness and prosperity for all”.

The High-level Meeting decided to develop a comprehensive pan-European Strategy on transport, health and the environment, including a clear pathway for its implementation, to achieve the agreed vision, guide the further work of THE PEP, and use this Strategy to:

(a) Strengthen our commitment to further developing and implementing THE PEP to ensure that it helps to improve living conditions in our urban, peri-urban, rural and mountainous areas, making them healthier, safer, better connected and accessible, in a perspective of social equity with no one left behind;

(b) Develop further synergies between THE PEP activities and the implementation of the 2030 Agenda, the Paris Agreement and other relevant intergovernmental processes through the activities set out in the Vienna Declaration aimed at assisting member States in achieving the Sustainable Development Goals and climate action targets;

(c) Strengthen our commitment to national action and international cooperation on policies to achieve our vision, including by integrating public transport, efficient intermodal connections and infrastructure for active mobility, for all users, with a view to reducing inequalities;

(d) Consider the specific needs of children, youth, the elderly and persons with disabilities;

(e) Develop effective monitoring by strengthening the collection of national and international data in the fields of transport, health and environment.

This document presents a draft outline of the strategy. It also provides suggestions concerning the possible content of each part of the draft outline.

The draft outline was revised following feedback received at the First and the Second meetings of the Ad hoc Working Group on Strategy and Possible Legal Instruments on 29 March and 31 May 2022.

## **PROPOSED OUTLINE OF THE STRATEGY**

### **Introduction/Background**

The transport sector is crucial to sustainable development, promoting health as well as the quality and livability of the environment. By working together, transport health and environment can contribute significantly to individuals, communities and societies, reduce inequalities and support human development and high-quality environments. It can also contribute to enhancing sustainable transport and fostering healthy and resilient communities and economies. For this, member States agreed to develop a comprehensive Pan-European Strategy on transport, health and the environment, which is objective-oriented and develops in the framework of the mandate of the Vienna Declaration.

The strategy could be considered as part of the long-term development plan on its way to achieve the healthy, green and sustainable transport in the pan-European region. The Strategy should be a political document that sets goals, objectives and ways to achieve them, large blocks of measures taking into account the forecast of the development of the situation (economic, social, climatic, environmental, etc. aspects) in the UNECE region. The Strategy should be accompanied by a Plan for its implementation .

The initial part of the introduction could explain what the relationships are between transport, health and environment and why there is a need for accelerating the transformation towards sustainable transport and mobility.

This part could also introduce the three questions to which the Strategy could provide answers:

- 1) Where are we now?
- 2) Where we want to be in 2030?
- 3) How do we get there?

The entire structure of the Strategy could also be organized around these three main questions.

**Question 1** is answered in part by the 2021 publication “Road transport facts and figures: How healthy and environmentally friendly is our transport today?”.

**Question 2** is answered in a broad sense, at least in part, by the vision set out in the Vienna Declaration:

1. Adopt our ambitious vision of “clean, safe, healthy and inclusive mobility and transport for happiness and prosperity for all”;
2. Commit to leading the transformation of transport and mobility to achieve our vision, while involving stakeholders, including national, subnational and local authorities, communities, companies and civil society, especially youth and children, in this transformation towards green and healthy mobility and transport, taking into account the recommendations set out in annex II to the present Declaration, focusing on:
  - (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;
- (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.

The introduction section could also define the **scope** of the Strategy, in particular, the proposed areas to be covered by the Strategy could be the following:

- Geographical scope, within the UNECE-WHO/Europe area
  - o Urban areas
  - o Peri-urban areas
  - o Rural areas
  - o Coastal and mountainous zones
  - o Border regions
- Type of emissions
  - o Transport-related greenhouse gas emissions
  - o Transport related air pollution
  - o Traffic noise
- New developments on transport, health and environment
- Road congestion
- Safe mobility
- Transport systems and infrastructure
- Active mobility
- Physical (in)activity
- Land use, urban and transport planning
- Intelligent transport systems
- Inequalities in transport, including gender
- Clean and low emissions vehicles and transport technologies
- Energy efficiency in urban mobility

The strategy would not address (in detail) aviation, maritime transport or long-distance railways.

Agreeing on the scope would be an important element in the development of the strategy. The scope should be in line with the Vienna Declaration and should make the interconnections between the three sectors clear. At the same time, the scope should not be too wide, risking diluting resources and creating overlaps with other processes.

**Question 3**, on “how do we get there?”, will emphasize the role of THE PEP in supporting the achievement of the strategy (including through interaction with other international organizations and processes) and thus the vision of THE PEP. It may also identify a need for possible legal instruments to support the strategy implementation.

## **I. WHERE ARE WE NOW?**

### **1. Transport and mobility– the reality, challenges and opportunities in the pan-European region (situation analysis)**

Defining the current situation and the problem is an important first step for strategic planning. This part could provide an analysis of the state-of-the-art, barriers, needs and opportunities of the existing situation in the pan-European region with regard to the scope areas mentioned above. While discussing the current challenges it is important to also analyze and take into account possible trends and future developments. This part could build upon the Facts and figures on the Transport, Health and Environment Pan-European Programme.

In particular, among others, the following can be addressed:

- The main challenges related to transport, health and environment;
- Challenges related to the political, legal, economic, social and technological factors;
- Benefits and opportunities;
- International policy tools and instruments.

#### ***1.1. The main challenges related to transport, health and environment (how healthy and environmentally friendly is our transport today?)***

This subsection will discuss in detail specific health and environmental challenges in transportation focusing on scope areas defined above such as:

- current transport policies and trends
- emissions from transport sector
- safe and healthy mobility
- public transport systems
- active mobility infrastructure
- traffic congestion and traffic noise
- land use
- internalization of external costs of transportation
- other...

#### ***1.2. Challenges related to the political, legal, economic, social and technological factors:***

This subsection will focus on the governance aspects, such as:

- deficiency of a clear political vision for healthy and sustainable transport (in particular, in the eastern part of the region)
- inadequate institutional framework and governance mechanisms
- inadequate legislation and regulations
- lack of professional staff in the national and local authorities
- inadequate funding and insufficient financial resources
- poor data collection and monitoring systems
- insufficient education and awareness
- limited civil society engagement
- other...

### ***1.3. Benefits and opportunities***

This subsection could highlight the needs and opportunities for transformation and the benefits of healthy, green and sustainable transport, in particular:

- health and wellbeing benefits
- environmental and climate benefits
- economic benefits
- improved access and mobility benefits
- social inclusion and gender equality
- more rational land use
- other...

### ***1.4. International policy tools and instruments***

The subsection could review available international instruments dealing with transport, health and environment issues such as:

- THE PEP
- Inland Transport Committee (ITC), World Health Organization (WHO) and Committee on Environmental Policy (CEP) activities and their legally binding instruments
- International commitments and legal instruments
- Policy tools and instruments on subregional, regional and global levels supporting sustainable transport, including those of regional economic integration organizations

In the context of the review of available international instruments dealing with transport, health and environment, this subsection could analyze:

- the regulatory gaps;
- the potential of a legal instrument for THE PEP and possible synergies.

## **II. WHERE WE WANT TO BE IN 2030?**

### **Strategic Vision and Objectives**

This section could determine the goals and objectives of the Strategy; it could be based on the Vienna Declaration, its Annexes, SDGs and other relevant strategic policy documents:

a) **Vision**

- Clean, safe, healthy and inclusive mobility and transport for happiness and prosperity for all (the vision of the Vienna declaration)

b) **Objectives**

- Enhancing the resilience of transport systems to climate change, pandemics, and other disasters;
- Creating living environments that are safe and support the well-being of communities and individuals;
- Providing healthier and sustainable transport options that reduce pollution, noise and congestion while supporting active lifestyles and road safety and improving air quality;
- Ensuring the social inclusivity, affordability and equity in transport systems;
- Implementing sustainable urban and transport planning solutions;
- Capitalizing on micro-mobility;
- Increasing a level of attractive, safe, affordable and reliable public transport
- Making essential living needs accessible by walking and cycling;
- Achieving fair division of streets and public space among all road users;
- Increasing awareness and improving communication to the public on sustainable transport;
- Integrating gender issues in transport sector;
- Supporting individuals and economies through new jobs and professions linked to new transport policy options;
- Insuring financial sustainability of transport services;
- Developing synergies between THE PEP activities and the implementation of the 2030 Agenda, the Paris Agreement and other relevant intergovernmental processes, including the EHP;
- ... etc.

### **III. HOW DO WE GET THERE?**

#### **Strategic approach**

To achieve the above-mentioned objectives, it would be important to define strategic approaches and main principles, such as:

- a) Implementing the “Avoid, Shift and Improve” (A-S-I) principle;
- b) Integrating environmental and health policies into coordinated transport and spatial planning;
- c) Directing investments, fiscal incentives, green finance initiatives towards healthy, green and sustainable transport;
- d) Promoting involvement of all stakeholders including national, subnational and local authorities, communities, business sector and civil society, with a special focus on youth and children;
- e) Facilitating technological innovation and digitalization in transport;

## **Priority policy areas**

This part could define priority action areas, such as:

- a) Improving governance at the national and local levels (structures, dissemination of responsibilities, vertical and horizontal collaboration, etc.);
- b) Implementing the international commitments and legislation (Agenda 2030, Paris Agreement, etc.; national legislation, rules and regulations, etc.);
- c) Monitoring and evaluation (country needs, data collection, surveys, etc.);
- d) Promoting education, communication and awareness raising;
- e) Building leadership capacity in the public service to consistently formulate, implement, and monitor policies coherent with healthy, green and sustainable transport in across sectors;
- f) Developing and strengthening implementation mechanisms;
- g) ... etc.

## **Implementation Plan**

As stated by the Vienna Declaration the Strategy should include a clear pathway for its implementation. This part would cover a set of measures and implementation mechanisms, the comprehensive “road map” for the implementation of the Strategy. The proposed measures, among others, could include:

- a) Developing proposals and recommendations for improving the governance at the national and local levels and ensure their implementation;
- b) Elaborating innovative financing mechanisms, financial support programmes, fiscal incentives, green finance initiatives for promoting the use of sustainable low carbon fuel options and increasing the share of renewable energy powering transport;
- c) Improving transport planning procedures and methods; ensuring their widespread implementation to improve the operation of transport systems; integrating accessibility into mobility planning methods;
- d) Elaborating and implementing concrete measures to increase a level of attractive, safe, affordable and reliable public transport;
- e) Implementing concrete measures to reallocate and redesign public space and transport infrastructure, to provide conditions favourable for safe walking and cycling;
- f) Establishing close cooperation between THE PEP, other international organizations and international financial institutions to develop green finance instruments, with a focus on the introduction of high-quality public transport services and the promotion of active mobility and mobility management;
- g) Organizing national, subregional and regional workshops for sharing knowledge and good practices;
- h) Developing methodological guidance for data collection and analysis;
- i) Conducting awareness raising activities;
- j) Analyzing different legal options and elaborating draft proposals for possible legal instruments, which would also provide a solid legal basis for THE PEP

- k) Developing THE PEP tools and promoting their application in decision-making processes;
- l) Promoting the training of specialists in the field of sustainable transport planning.

THE PEP could be used as an effective mechanism for the implementation of abovementioned measures, provided that it has a robust foundation with a long-term strategic perspective and sustainable funding;

It is recommended that along the identified measures the implementation costs and the timeline would also be defined.

**Who is going to implement the strategy?**

The implementation of the Strategy would be the responsibility of the Member States, at the same time THE PEP and other international cooperation frameworks could offer opportunities for strengthening and supporting implementation at the national level. In order to raise effectiveness in implementing the strategy, the individual member States could support themselves by creating their own policies. It would be key to build a strong, inclusive political commitment and leadership at the highest political level to foster whole-of-government action for the implementation of the Strategy.

**Monitoring and evaluation**

This part could define set of appropriate indicators and monitoring tools for evaluating the effectiveness of the implementation of the strategy.

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**Way forward**

A proposed timeline on what milestones need to be achieved and under what time schedule, is provided below:

**Activities Plan for the development of a comprehensive pan-European Strategy on transport, health and the environment, including a clear pathway for its implementation**

Timeline/Date	Activity Description
27-28 October 2021	Discussion of the outline of the Strategy and defining next steps for the elaboration of a comprehensive document



<b>November 2021- January 2022</b>	Creation of the ad hoc working group
<b>29 March 2022</b>	First meeting of the Ad hoc Working Group on Strategy and Possible Legal Instruments
<b>31 May 2022</b>	Second meeting of the Ad hoc Working Group on Strategy and Possible Legal Instruments
<b>23-24 June 2022</b>	Discussion of the elements of the Strategy at the Bureau meeting
<b>September 2022</b>	Recruitment of a consultant
<b>28 September 2022</b>	Third meeting of the Ad hoc Working Group on Strategy and Possible Legal Instruments
<b>17-19 October 2022</b>	Presenting the Outline as a formal document to the Steering Committee and review the timeline for finalization
<b>November 2022 - November 2023</b>	Further work on the Strategy, including its implementation activities and the consultation process
<b>November 2023</b>	Planned adoption of the Strategy at the Twenty first session of the Steering Committee