

THE PEP Partnership Eco Driving

Interim Report to THE PEP Steering Committee

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THE PEP

Austrian Ministry of Climate Action,
Environment, Energy, Mobility, Innovation and
Technology

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THE PEP Partnership on Eco-Driving

- Initiated in 2014 and led by the Austrian Ministry for Climate Protection
- Strong focus on Know-how exchange for the promotion of Eco-Driving
- Workshops on international level
- Pilot Eco-Driving seminars in starter countries



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Eco-Driving within the Vienna Declaration

- Ministers recognize the importance of Eco-Driving
- Request to extend to e-vehicles, non-road mobile machinery and other transport forms

24. *Endorse* the practical results and recommendations achieved in the Partnership on Eco-driving, as set out in annex IV to the present Declaration, including THE PEP Guidelines for Eco-driving, the studies on green and healthy jobs in transport, the TRANSDANUBE Partnership for sustainable mobility in the Danube region, as well as the conclusions of the Handbook on Sustainable Urban Mobility and Spatial Planning as set out in annex V to the present Declaration, and decide to further develop these partnerships by:

(a) Requesting the Partnership on Eco-driving to explore the extension of eco-driving to electric vehicles and other forms of transport and non-road mobile machinery;

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

17-18 May 2021, Vienna - Online



Recommendations for policy makers adopted

Policy Recommendations for eco-driving

Annex of the Vienna declaration
“Building forward better by transforming to new, clean, safe, healthy and inclusive mobility and transport”, adopted at the Fifth High-level Meeting on Transport, Health and Environment, held online in Vienna on 17 and 18 May 2021.



1. Eco-driving facilitates the achievement of important objectives: improved traffic safety, reduced driving stress and greater comfort for drivers, smoother traffic flow and less congestion, lower fuel consumption and operating costs and lower carbon dioxide emissions and health risks. Eco-driving is a highly cost-effective measure contributing to greater energy efficiency and environmentally friendly and safer mobility and transport. One advantage of eco-driving is that it can also be practised on a voluntary basis and applied instantly by any driver without new equipment or devices.

2. The most important eco-driving recommendations are presented in THE PEP Guidelines on Eco-driving, which were developed within THE PEP Partnership on Eco-driving. Eco-driving should be established and mainstreamed as the smart and efficient driving style for all drivers, all vehicles and all traffic conditions.

3. To this end, it is suggested that national eco-driving initiatives be established based on THE PEP Guidelines on Eco-driving. The following 10 core implementation steps are recommended in that regard:

- a) Following THE PEP Guidelines on Eco-driving, platforms of national eco-driving experts and institutions relevant for eco-driving should be set up in member States. Using such platforms, national eco-driving standards, handbooks and certification schemes for eco-driving trainers and eco-driving initiatives should be established;
- b) Driving trainers should be upskilled within the framework of THE PEP Partnership on Eco-driving to create capacity for acting as eco-driving master trainers and eco-driving trainers, serving as a knowledge base for driving skills and driving education, as well as innovative vehicle technology. To share and generate knowledge, pilot seminars with fleet operators, facilitated by eco-driving experts from members of THE PEP Partnership on Eco-driving, should be established and, if appropriate, used to upskill experienced driving trainers to become eco-driving master trainers;
- c) Following the train-the-trainer approach, the platform of eco-driving experts and eco-driving master trainers should establish courses to train a sufficient number of eco-driving trainers on standards and the contents of eco-driving courses. Such seminars should include theory and practice, an examination and, if appropriate, certification of eco-driving trainers;

g) Special driving schools to be opened. Such eco-driving and sustainable led eco-driving personnel emphasizing alternative education;

h) A legislative framework for new drivers. Furthermore, in procedures should be electric vehicles and vehicles systems, on an equal basis

drivers should be delivered driving trainers and must use of eco-driving device- tion. Eco-driving training for a twofold approach: general, as well as for pro- The effect of the training and in particular regarding re and maintenance costs, ment eco-driving.

g) The roll-out of eco-driving initiatives should also be supported by awareness-raising campaigns and by the integration of eco-driving into the professional driver qualification for truck and bus drivers. It could also be addressed specifically to experienced drivers not having received eco-driving instruction since obtaining their driving licence.

h) There should be a particular focus on eco-driving for electric vehicles as the best way to extend their range. Electric vehicle training should combine eco-driving with, in particular, the use of recuperation, as well as effective charging.

i) Eco-driving should be included in policies and strategies in order to ensure the sustainability of eco-driving initiatives.

j) Eco-driving should be incorporated into national and international funding schemes in order to facilitate the establishment of eco-driving programmes, the exchange of know-how, the sharing of experiences and the further development of eco-driving techniques and training. Special emphasis should be placed in the future on the driving of electric and alternative vehicles, the freight and bus sector and the extension to further vehicle categories, such as railways, tractors and construction machinery. To this end, further cooperation between member States should be intensified within THE PEP Partnership on Eco-driving.

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Current activities

- **Dissemination of the guidelines**
- **International Workshop in Berlin: 26-28 Sep 2022**
 - **Experts and Master Trainers from Germany, Austria, and Switzerland**
 - **Topics: (1) Eco-Driving with E-vehicles, (2) Telematics & Apps supporting Eco-Driving**
 - **Including practical drives**
- **Eco-Driving pilot seminars in Georgia: July 2022 (funded by GIZ – German Corporation for International Cooperation)**

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Seminars for to-be bus master trainers in Georgia

- **Funded by GIZ – German Corporation for International Cooperation**
- **18-25 July 2022**
- **Seminars in two cities: Tbilisi and Batumi**
- **2 days theory, 1 day practical training**
- **13 to-be master-trainers certified (more participants in theory training)**
- **Results: up to 30% reduction of diesel consumption after training!**

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Outlook and next meetings

- **2023: Follow-Up international workshop Germany, Austria, and Switzerland**
 - **New topic: communication towards private drivers with focus on increasing fuel prices**
- **Evaluation of effects of different eco-driving techniques → NEW THE PEP publication**
- **Exploration of Eco-Driving with construction vehicles**
- **Addressing further starter countries for Eco-Driving pilot seminars**

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