



**MINISTÈRE  
DE LA TRANSITION  
ÉCOLOGIQUE**

*Liberté  
Égalité  
Fraternité*



**FRANCE22**

# **FRENCH PRESIDENCY OF THE COUNCIL OF THE EUROPEAN UNION**

**EVENT: 20TH ANNIVERSARY OF THE PEP  
JANUARY 13 AND 14, 2022**

## January 13 - 14

Opening : Jean-Baptiste Djebbari, Minister in charge of Transport, France

THE PEP, Highlights of its 5th High Level Meeting, new roadmap

Round tables moderated by Paul de Brem, science journalist

RT1: Health crisis and recovery plans

RT2: Transport and climate change

RT3: Urban planning and urban mobility

RT4: Mobility in rural and sparsely populated areas

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## Participation

- ~100
- 19 out of 56 countries

Austria, Canada, Croatia, France, Georgia, Germany, Lithuania, Luxembourg, Moldova, Netherlands, Norway, Portugal, Czech Republic, Russia, Serbia, Slovenia, Spain, Switzerland and Turkey

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## RT1: Health crisis and recovery plans

- Covid-19 impact
    - Positive : teleworking, bike usage, decommissioning of airplanes, reduction of business travels, attractiveness of local travels, shorter supply chains
    - Negative : decrease of public transport usage, increase of e-commerce, stronger attachment to personal vehicles, economic impacts
  - Teleworking -> 100% positive effects (productivity and GHG emissions) until 2 days/week. Beyond, other effect can lead to mixed results (eg : house move)
  - To reinforce public transport usage : peak hour smoothing, increase of service quality, air quality importance & face masks.
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## RT2: Transport and climate change

- Consensus on technological feasibility regarding the massive development of electric vehicles to ensure all light duty vehicles sold post 2035/2040 are 0 emissions.
  - Provided electricity is decarbonized, it is an essential component of transport decarbonization.
  - Modal shift toward rail and inland navigation is more complex to organize
  - Necessity to accompany the most vulnerable -> different solutions for different local contexts.
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## RT3: Urban planning and urban mobility

- Spatial redistribution : favor pedestrians, cyclists, and public transports through appropriate urban planning.
  - Investments needed : cycle lanes, bike parking, space restructuration, interconnections, and disincentives to car usages (UVAR, paid parking price)
  - Limitation to 30km/h can accompany, but only for specific areas were it can be justified (lot of pedestrians/cyclists), otherwise it is not respected and generate disapproval.
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## RT4: Mobility in rural and sparsely populated areas

- Bike is also relevant in rural areas, notably with the reach increase allowed by e-bikes. Cycle paths should be carefully evaluated.
  - Public transport is not always relevant, and should be adapted : on-demand transport, smaller busses, dynamic routes. Not always economically sustainable, and can be an issue of national solidarity. Launching a new bus line implies a lot of communication to attract users.
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Documents :

<https://thepep.unece.org/events/20th-anniversary-pep>

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