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Item 5 (a) of the provisional agenda

**Implementation of the Transport, Health and Environment Pan-
European Programme: strategy on transport, health and environment****Outline of the Strategy on Transport, Health and
Environment****Note by the Transport, Health and Environment Pan-European
Programme secretariat***Summary*

At the Fifth High-level Meeting on Transport, Health and Environment (Vienna (hybrid), 17–18 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 Transport, Health and Environment Pan-European Programme (THE PEP) and the lessons learned from the consequences of the coronavirus disease (COVID-19) pandemic, while looking forward with its vision of “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 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 [for Sustainable Development], 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.^a

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 second meetings of the Ad hoc Working Group on Strategy and Possible Legal Instruments on 29 March and 31 May 2022, respectively.

^a ECE/AC.21/2021/3–EUCHP2018924/4.3.3, para. 3.

I. Proposed outline of the strategy

A. Introduction/Background

1. The transport sector is crucial to sustainable development, promoting health as well as the quality and livability of the environment. By working together, the transport, health and environment sectors can contribute significantly to: the lives of individuals, communities and societies; reduction of inequalities; support for human development and high-quality environments; enhancement of sustainable transport; and the fostering of healthy and resilient communities and economies. It was for these reasons that member States agreed to develop a comprehensive pan-European strategy on transport, health and environment, which is objective-oriented and falls within the framework of the mandate of the Vienna Declaration.

2. The strategy could be considered as part of the long-term development plan for achieving 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 for the development of the economic, social, climatic, environmental and other aspects of the situation in the United Nations Economic Commission for Europe (ECE) region. The strategy should be accompanied by a plan for its implementation.

3. The initial part of the introduction could set out the relationships between transport, health and environment and explain why there is a need to accelerate the transformation towards sustainable transport and mobility.

4. This part could also introduce the three questions to which the strategy could provide answers:

- (a) Where are we now?
- (b) Where we want to be in 2030?
- (c) How do we get there?

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

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

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

(a) Adopt our ambitious vision of “clean, safe, healthy and inclusive mobility and transport for happiness and prosperity for all”;

(b) 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:

- (i) Ensuring the resilience of transport systems to climate change, pandemics and other disasters;
- (ii) Improved living conditions in cities and regions by integrating environmental and health policies and objectives into coordinated transport and spatial planning;
- (iii) Clean, safe, low-noise and net-zero emission transport by implementing policies and actions for healthy, active and safer mobility;
- (iv) The social inclusivity of access to mobility and transport;

¹ United Nations Economic Commission for Europe and World Health Organization Regional Office for Europe (n.p., National Institute for Public Health and the Environment of the Netherlands, 2021).

- (v) Directing investments, fiscal incentives and green finance initiatives towards sustainable transport to stimulate job creation and the economy;
 - (vi) Making the best use of the benefits of the digitalization of transport and mobility services;
 - (vii) Implementing sustainable mobility management and services, employing appropriate technologies for clean, efficient, healthy and safe transport systems;
 - (viii) 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.²
8. The introductory section could also define the scope of the strategy; in particular, areas to be covered by the strategy could include the following:
- (a) Geographical scope, within the ECE-World Health Organization Regional Office for Europe (WHO/Europe) area;
 - (i) Urban areas;
 - (ii) Peri-urban areas;
 - (iii) Rural areas;
 - (iv) Coastal and mountainous zones;
 - (v) Border regions;
 - (b) Type of emissions:
 - (i) Transport-related greenhouse gas emissions;
 - (ii) Transport-related air pollution;
 - (iii) Traffic noise;
 - (c) New developments on transport, health and environment;
 - (d) Road congestion;
 - (e) Safe mobility;
 - (f) Transport systems and infrastructure;
 - (g) Active mobility;
 - (h) Physical (in)activity;
 - (i) Land use, urban and transport planning;
 - (j) Intelligent transport systems;
 - (k) Inequalities in transport, including gender;
 - (l) Clean and low-emissions vehicles and transport technologies;
 - (m) Energy efficiency in urban mobility.
9. The strategy would not address (in detail) aviation, maritime transport or long-distance railways.
10. 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.

² ECE/AC.21/2021/3–EUCHP2018924/4.3.3, para. 2.

11. 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’s implementation.

B. Where are we now?

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

12. 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. When discussing the current challenges, it is important to analyse 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 (ECE/AC.21/2021/7/Rev.1–EUCHP2018924/4.3.7/Rev.1).

13. In particular, among other things, the following items could be addressed:

- (a) The main challenges related to transport, health and environment;
- (b) Challenges related to political, legal, economic, social and technological factors;
- (c) Benefits and opportunities;
- (d) International policy tools and instruments.

2. Main challenges related to transport, health and environment (how healthy and environmentally friendly is our transport today?)

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

- (a) Current transport policies and trends;
- (b) Transport sector emissions;
- (c) Safe and healthy mobility;
- (d) Public transport systems;
- (e) Active mobility infrastructure;
- (f) Traffic congestion and traffic noise;
- (g) Land use;
- (h) Internalization of external costs of transportation;
- (i) Other.

3. Challenges related to the political, legal, economic, social and technological factors:

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

- (a) Lack of a clear political vision for healthy and sustainable transport (in particular, in the eastern part of the region);
- (b) Inadequate institutional framework and governance mechanisms;
- (c) Inadequate legislation and regulations;
- (d) Lack of professional staff in the national and local authorities;
- (e) Inadequate funding and insufficient financial resources;
- (f) Poor data collection and monitoring systems;
- (g) Insufficient education and awareness;

- (h) Limited civil society engagement;
- (i) Other.

4. Benefits and opportunities

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

- (a) Health and well-being benefits;
- (b) Environmental and climate benefits;
- (c) Economic benefits;
- (d) Improved access and mobility benefits;
- (e) Social inclusion and gender equality;
- (f) More rational land use;
- (g) Other.

5. International policy tools and instruments

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

- (a) THE PEP;
- (b) Inland Transport Committee, WHO and Committee on Environmental Policy activities and their legally binding instruments;
- (c) International commitments and legal instruments;
- (d) Policy tools and instruments on subregional, regional and global levels supporting sustainable transport, including those of regional economic integration organizations.

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

- (a) Regulatory gaps;
- (b) Potential of a legal instrument for THE PEP and possible synergies.

C. Where do we want to be in 2030?

Strategic vision and objectives

19. This section could determine the goals and objectives of the strategy; it could be based on the Vienna Declaration, its annexes, Sustainable Development Goals 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
 - (i) Enhancing the resilience of transport systems to climate change, pandemics and other disasters;
 - (ii) Creating living environments that are safe and support the well-being of communities and individuals;
 - (iii) Providing healthier and sustainable transport options that reduce pollution, noise and congestion while supporting active lifestyles and road safety and improving air quality;

- (iv) Ensuring social inclusivity, affordability and equity in transport systems;
- (v) Implementing sustainable urban and transport planning solutions;
- (vi) Capitalizing on micromobility;
- (vii) Increasing the level of attractive, safe, affordable and reliable public transport
- (viii) Making essential living needs accessible by walking and cycling;
- (ix) Achieving a fair division of streets and public space among all road users;
- (x) Increasing awareness and improving communication to the public on sustainable transport;
- (xi) Integrating gender issues into the transport sector;
- (xii) Supporting individuals and economies through new jobs and professions linked to new transport policy options;
- (xiii) Ensuring financial sustainability of transport services;
- (xiv) Developing synergies between THE PEP activities and the implementation of the 2030 Agenda, the Paris Agreement and other relevant intergovernmental processes, including the European Environment and Health Process;
- (xv) Others.

D. How do we get there?

1. Strategic approach

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

- (a) Implementing the “Avoid – Shift – Improve” (A–S–I) principle;
- (b) Integrating environmental and health policies into coordinated transport and spatial planning;
- (c) Directing investments, fiscal incentives and 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.

2. Priority policy areas

21. 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 across sectors;
- (f) Developing and strengthening implementation mechanisms;
- (g) Others.

3. Implementation plan

22. As stated in 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 other things, could include:

- (a) Developing proposals and recommendations for improving governance at the national and local levels and ensuring their implementation;
- (b) Elaborating innovative financing mechanisms, financial support programmes, fiscal incentives and 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 the 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) Analysing 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.

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

24. It is recommended that, alongside the identified measures, the implementation costs and the timeline also be defined.

4. Who will implement the strategy?

25. 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 increase effectiveness in implementing the strategy, the individual member States could support themselves by creating their own policies. It would be key to build strong, inclusive political commitment and leadership at the highest political level to foster whole-of-government action for the implementation of the strategy.

5. Monitoring and evaluation

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

6. Way forward

27. A proposed timeline on what milestones need to be reached and under what time schedule, is provided in the table below.

II. Activities plan for the development of a comprehensive pan-European strategy on transport, health and environment, including a clear pathway for its implementation

<i>Timeline/Date</i>	<i>Activity description</i>
27–28 October 2021	Discussion of the outline of the strategy and defining next steps for the elaboration of a comprehensive document
November 2021– January 2022	Creation of the Ad hoc Working Group
29 March 2022	First meeting of the Ad hoc Working Group on Strategy and Possible Legal Instruments
31 May 2022	Second meeting of the Ad hoc Working Group on Strategy and Possible Legal Instruments
23–24 June 2022	Discussion of the elements of the strategy at the Bureau meeting
September 2022	Recruitment of a consultant
28 September 2022	Third meeting of the Ad hoc Working Group on Strategy and Possible Legal Instruments
17–19 October 2022	Presentation of the Outline as a formal document to the Steering Committee and review of the timeline for finalization
November 2022–November 2023	Further work on the strategy, including its implementation activities and the consultation process
November 2023	Planned adoption of the strategy at the twenty-first session of the Steering Committee