

# MAKING THE (TRANSPORT, HEALTH AND ENVIRONMENT) LINK

Transport, Health and Environment Pan-European  
Programme and the Sustainable Development Goals





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By:

**Oana Arseni, Francesca Racioppi**

With contributions from:

**Nicholas Bonvoisin, Virginia Fusé,  
George Georgiadis, Nino Sharashidze**

## ABSTRACT

Transport plays an essential role in our societies and economies. It provides access to jobs, education, services, amenities and leisure, while contributing to economic growth, jobs and trade. At the same time, it has an impact on the environment and human health. Healthy and sustainable transport policies can make a major contribution to the attainment of many of the Sustainable Development Goals and fulfilment of the 2030 Agenda for Sustainable Development. Since 2002, the Transport, Health and Environment Pan-European Programme (THE PEP), jointly serviced by the WHO Regional Office for Europe and the United Nations Economic Commission for Europe, has provided a unique intersectoral policy platform for Member States, and other stakeholders active in the pan-European region, to collaborate to integrate environment and health considerations into transport policies, and improve the integration of transport and urban planning. This publication presents an analysis of how Member States, working through THE PEP, can advance the 2030 Agenda on multiple fronts; and provides examples of how THE PEP can help.

### Key words

SUSTAINABLE DEVELOPMENT  
HEALTH  
TRANSPORT  
ENVIRONMENT  
EUROPE  
POLICY

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# ABBREVIATIONS

|                |  |
|----------------|--|
| <b>CO2</b>     | carbon dioxide   |
| <b>ForFITS</b> | For Future Inland Transport Systems                      |
| <b>EEA</b>     | European Environment Agency                              |
| <b>EU</b>      | European Union   |
| <b>GDP</b>     | gross domestic product                                   |
| <b>HEAT</b>    | Health Economic Assessment Tool                          |
| <b>MDGs</b>    | Millennium Development Goals                             |
| <b>NTHEAP</b>  | National Transport, Health and Environment Action Plan   |
| <b>SDGs</b>    | Sustainable Development Goals                            |
| <b>THE PEP</b> | Transport, Health and Environment Pan-European Programme |
| <b>UNECE</b>   | United Nations Economic Commission for Europe            |



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# FOREWORD

*Since its adoption in September 2015, the 2030 Agenda for Sustainable Development (2030 Agenda) has been transforming the way in which United Nations Member States, their partners and civil society work towards the achievement of sustainability. This transformation requires recognizing opportunities for action across the full spectrum of policies available to governments, breaking silos, engaging all social actors across all sectors and levels of government and developing ownership and accountability. It also requires an understanding of the interlinkages and interdependence of the Sustainable Development Goals and the embrace of a forward-looking view, where “People, Planet, Prosperity, Peace and Partnership” come together to shape a better future for us and the generations to come. Sustainable transport and mobility emerge as key factors in achieving the ambitious goals of the 2030 Agenda.*

*Enabling and enacting this multifaceted transformation may be regarded as a daunting task. Yet, effective policy platforms and tools already exist to facilitate and support change towards sustainability and they can be leveraged to make progress. Since 2002, the Transport, Health and Environment Pan-European Programme (THE PEP), jointly serviced by the WHO Regional Office for Europe and the United Nations Economic Commission for Europe, has provided ministries of transport, health and environment from the pan-European region with a collaborative platform to work in partnership towards fulfilling THE PEP vision of green and healthy mobility and transport for sustainable livelihoods for all. This partnership implies sharing knowledge, learning from each other and taking concrete, often pioneering, actions. Working together under THE PEP Framework, Member States can advance the implementation of the 2030 Agenda on several fronts and across numerous goals and targets, including those related to health, energy efficiency, the protection of climate and the environment, the quality of urban life and equity.*

*This publication has been developed to highlight the links between THE PEP and relevant Sustainable Development Goals and targets, showcasing examples from the work and activities implemented under THE PEP. It is our hope that it will provide Member States and their partners with inspiration and will stimulate and encourage them to continue using THE PEP as an effective means to attain their sustainability objectives. Together, we can make the life of Europeans healthier and happier, in a better environment.*

**Zsuzsanna Jakab**

**WHO Regional Director  
for Europe**

**Olga Algayerova**

**Executive Secretary  
United Nations Economic  
Commission for Europe**



# INTRODUCTION

## Background

Transport plays an essential role in our societies and economies. It provides access to jobs, education, services, amenities and leisure, while contributing to economic growth, jobs and trade. At the same time, it has an impact on the environment and human health. Road transport in particular is accountable for almost three quarters of the energy used in transport in the European Union (EU). In 2014, passenger cars contributed 44% of the greenhouse gas emissions from the transport sector, and heavy-duty vehicles and buses a further 18% (EEA, 2016). Transport is a major source of emissions of urban air pollutants, with 60% of cities in Europe exceeding WHO air quality guideline levels for particulate matter (WHO, 2016). About 100 million people, 73 million of which live in cities, are exposed to road traffic noise above 55 dB (40 dB is the WHO-recommended guideline value for noise at night) in the EEA-33 member countries. Of these, 32 million are exposed to very high noise levels above 65 dB (EEA, 2017). Road traffic injuries, which killed 85 000 people in 2013, remain the leading cause of death for people aged 5–29 years in the WHO European Region (WHO Regional Office for Europe, 2015). Transport also has impacts on landscape fragmentation, causing serious consequences for animals and plants (EEA, 2013). In addition, over-reliance on private cars in urban areas discourages cycling and walking, in turn contributing to physical inactivity, which in the WHO European Region is associated with approximately one million deaths per year (WHO, 2009). Poorly planned transport infrastructure may compromise the quality of the urban environment, consume urban green

spaces, increase community severance, and result in a lower quality of life in cities.

## THE PEP

The Transport, Health and Environment Pan-European Programme (THE PEP) aims to develop and promote sustainable and healthy transport patterns at the pan-European level. The 2030 Agenda for Sustainable Development and its Sustainable Development Goals (SDGs) call for action by all countries and all levels of government to promote prosperity while protecting the planet (United Nations, 2015). To this end, THE PEP can make a useful contribution to achieve most of the SDGs with different levels of contribution for each.

## This publication

This publication is addressed to a broad audience, including Member States and civil society, and analyses how THE PEP provides them with a platform for intersectoral collaboration and partnership in order to advance towards the achievements of a number of SDGs and their targets.

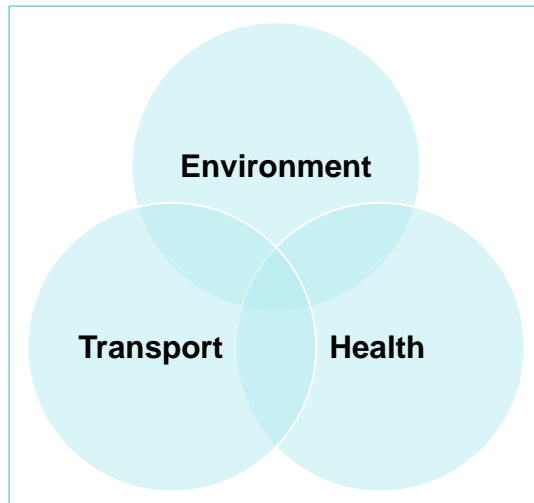
Its intent is to facilitate the establishment of links between THE PEP's goals, implementation mechanisms and activities on the one hand, and the SDGs on the other, thereby highlighting how THE PEP contributes to achieving the SDGs. It also aims to inspire readers to take advantage of already existing policy commitments and cooperation platforms, such as THE PEP, to address the SDGs, thereby maximizing the benefits from their participation in THE PEP and optimizing the use of resources.

# WHAT IS THE PEP?

THE PEP is a unique policy programme jointly operating under the Environment and Sustainable Transport Divisions of the United Nations Economic Commission for Europe (UNECE) and World Health Organization Regional Office for Europe (UNECE, 2015). The main focus of THE PEP is to drive the 56 Member States of the UNECE and WHO European Region towards adopting an integrated policy approach for developing sustainable and healthy transport and mobility (UNECE, 2015). Through a dynamic network of representatives of Member States, academia, civil society and experts, THE PEP engages all three sectors — transport, health and environment — on an equal footing. It enables governments to make progress in improving their understanding of the challenges to health and the environment in relation to transport, and to take action to contribute towards attaining the highest level of health and well-being for all, a better environment and efficient transport. An image of the intersection between the three sectors is shown in Fig. 1.

Through its implementation, THE PEP contributes to achieving the aims of important European policies and strategies including: Health 2020, the European policy for health and well-being; the 2016 Batumi Declaration of the Eighth Environment for Europe Ministerial Conference, “Greener, Cleaner, Smarter!” (UNECE, 2016); the WHO Action Plan for the Prevention and Control of Noncommunicable Diseases in the WHO European Region 2016–2025 (WHO Regional Office for Europe, 2016); the 2017 Ostrava Ministerial Conference Declaration on Environment and Health (WHO Regional Office for Europe, 2017); and the 2017 Geneva Ministerial Resolution on “Embracing the new era for sustainable inland transport and mobility” (UNECE, 2017 b), adopted on the occasion of the seventieth anniversary of the UNECE Inland Transport Committee.

**Fig. 1. The three working sectors of THE PEP**



## THE PEP High-level meetings and the priority goals

THE PEP, initiated in 2002, operates under the mandate of high-level meetings on Transport, Health and Environment convened approximately every five years (Schweizer et al., 2016). The Fourth High-level Meeting, held in April 2014, adopted the Paris Declaration under the slogan “City in Motion - People First!” with the vision “Green and healthy mobility and transport for sustainable livelihoods for all”.

Its five interlinked **priority goals** are (WHO Regional Office for Europe and UNECE, 2014):

1. *contribute to sustainable economic development and stimulate job creation through investment in environment- and health-friendly transport;*
2. *manage sustainable mobility and promote a more efficient transport system;*
3. *reduce emissions of transport-related greenhouse gases, air pollutants and noise;*
4. *promote policies and actions conducive to healthy and safe modes of transport;*
5. *integrate transport, health and environmental objectives into urban and spatial planning policies.*

## THE PEP implementation and monitoring mechanisms

THE PEP operates through four implementation mechanisms with the purpose of helping Member States to achieve the five PEP priority goals.

1. **National Transport, Health and Environment Action Plans (NTHEAPs)** are a national level mechanism that countries can use to facilitate and prepare a coherent set of actions towards the development of more sustainable and healthy transport. Member States are called upon to develop NTHEAPs by working across sectors to reduce environmental damage and health inequalities.
2. **THE PEP Relay Race** is a mechanism that uses thematic workshops in order to share good practices on sustainable and healthy mobility among cities in the WHO European Region (see Table 1 for recent events). The race is also known as a “staffette” because the hosts of the workshop exchange a baton as a symbol of continuity from one workshop to the next.

## Table 1. THE PEP Relay Race workshops

| Title of workshop   | Location and time  |
|---|--|
| Cycling and walking make THE (Transport, Health and Environment) link   | Mannheim, Germany, 21 September 2017                             |
| Sustainable transport planning – a modern perspective for the solution of transport problems in big cities and agglomerations   | Vladivostok, Russian Federation, 12–13 October 2016              |
| International klimaaktiv mobil Conference: “Decarbonization – Zero-emission mobility starts now!”   | Vienna, Austria, 13–15 July 2016                                 |
| Development of non-motorized modes of transport as an alternative to private vehicles. Adapting foreign experience in the Russian Federation – problems and solutions | Petrozavodsk, Russian Federation, 30–31 May 2016                 |
| Looking for synergy: integrating transport, urban planning and the use of traffic management methods to ensure sustainable mobility and a healthy urban environment   | Irkutsk, Russian Federation, 10–12 September 2015                |
| Improvement of sustainable mobility for better health and environment   | Kaunas, Lithuania, 24–25 September 2014                          |
| Workshop on green and health-friendly sustainable mobility: focus on urban Central Asia   | Almaty, Kazakhstan, 26–27 September 2013                         |
| Workshop on the sustainable development of urban transport: challenges and opportunities  | Moscow, Russian Federation, 7–8 June 2012                        |
| Working together for sustainable and healthy urban transport  | Kyiv, Ukraine, 8–9 June 2011                                     |
| Safe and healthy walking and cycling in urban areas   | Batumi, Georgia, 30 September –1 October 2010                    |
| Sustainable and healthy urban policies  | Skopje, the former Yugoslav Republic of Macedonia, 7–8 June 2010 |
| Safe and healthy walking and cycling in urban areas   | Pruhonice, Czechia, 24–25 September 2009                         |

3. **THE PEP Partnerships** are a mechanism for THE PEP to stimulate and promote cooperation among Member States, inter-governmental organizations and nongovernmental organizations to achieve THE PEP Goals by developing concrete projects with visible and tangible results. They also provide technical capacity to support Member States in implementing THE PEP at the national level (see Table 2 for the current set of partnerships).

## Table 2. THE PEP Partnerships

### Green and healthy jobs in transport

Initiated by the Austrian Federal Ministry of Sustainability and Tourism; French Ministry of Ecology, Sustainable Development and Energy; United Nations Environment Programme; WHO Regional Office for Europe; United Nations Economic Commission for Europe; International Labour Office; Organisation for Economic Cooperation and Development; European Environment Agency; New Economics Foundation; and Fraunhofer Institute. This partnership aims to: stimulate a debate and shared understanding on jobs in green and healthy transport; analyse the potential for greening so-called old jobs and creating new green jobs in transport and mobility; and assess the qualitative and quantitative impacts of greening old jobs and creating new green jobs in transport.

### Health economic assessment tool for walking and cycling (HEAT)

Initiated by the WHO Regional Office for Europe (coordinator) with the following supporting organizations: Austrian Federal Ministry of Sustainability and Tourism; French Ministry of Social Affairs, Health and Women's Rights; Swiss Federal Office of Public Health; European Commission; German Federal Ministry for the Environment, Nature Conservation, Building and Nuclear Safety; Swedish Expertise Fund; Consortium from the United Kingdom under the leadership of Natural England; and Physical Activity Through Sustainable Transport Approaches (PASTA) project. This partnership supports the development of guidance and practical tools for estimating the economic value of the health impacts of regular walking or cycling. HEAT is based on the best available scientific evidence and can be adapted to specific situations.

### EcoDriving

Initiated by the Austrian Federal Ministry of Sustainability and Tourism. This partnership aims to disseminate knowledge and good practices about EcoDriving and its implementation. It offers advice and best practice examples on how to successfully establish national EcoDriving programmes. The EcoDriving partnership was launched at the International klimaaktiv mobil Conference in Vienna in 2014. Practical EcoDriving pilot workshops have taken place in countries such as Kazakhstan and the Russian Federation.



## Table 2. THE PEP Partnerships

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### Cycling

Initiated by the Austrian Federal Ministry of Sustainability and Tourism and French Ministry of Ecology, Sustainable Development and Energy. This partnership is tasked, by decision of the 4th High-level Meeting in Paris in 2014 and its Paris Declaration, to elaborate a pan-European master plan for cycling promotion, supported by guidelines and tools to assist in the development of cycling promotion policies at the national level. THE PEP Partnership on Cycling was launched at the 4th High-level Meeting on Transport, Health and Environment by Austria and France and currently involves 25 Member States, WHO, UNECE and the European Cyclists Federation. The master plan is to be adopted at the Fifth High-level Meeting in Austria in 2019.

### Integration of transport, health and environmental objectives into urban and spatial planning

Initiated by the Russian Ministry of Transport, represented by the Scientific and Research Institute of Motor Transport; and the French Ministry of Ecology, Sustainable Development and Energy, represented by the Directorate General for Infrastructure, Transport and the Sea. This partnership aims to facilitate discussion and research on the integration of transport, health and environmental objectives into urban and spatial planning policies. The activities will be closely linked to those of THE PEP Academy (see below).

### Environmentally healthy mobility in leisure and tourism TRANSDANUBE

Initiated by the Austrian Federal Ministry of Sustainability and Tourism, this partnership involves the Member States along the Danube. It is co-financed by the EU and aims to promote sustainable mobility – including train, bus, bicycle and shipping traffic – and facilitate the concept of sustainable tourism in the Danube region.

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4. **THE PEP Academy** supports integrated policy-making by transferring knowledge and best practices to policy-makers, civil servants, academics, researchers, practitioners, students and post-graduate students, and linking science, policy-making and practice. These stakeholders are working towards strengthening the capacity of countries to connect transport, health, environment and spatial planning, fostering a continuing uptake of new knowledge that will support future work in these areas (WHO Regional Office for Europe and UNECE, 2014). In order to monitor country activities and assess the level of implementation and progress towards the achievement of THE PEP Priority Goals across the pan-European Region, THE PEP Secretariat conducts an annual survey based on a questionnaire, which is used to report back to The PEP Steering Committee at its annual sessions (UNECE, 2014b).

# WHAT ARE THE SDGs AND THEIR TARGETS?

In 2015, the SDGs (see Fig. 2) were adopted by the United Nations General Assembly as part of the 2030 Agenda for Sustainable Development. The 17 SDGs build on the Millennium Development Goals (MDGs) that ended in 2015. On one hand, the eight MDGs helped to establish some priority areas that resulted in significant progress over the past 15 years, especially for reducing poverty and improving education. On the other hand, by being so targeted, they excluded other areas which are vitally important to achieve sustainable development. Furthermore, the MDGs were perceived as mainly addressing the most disadvantaged countries rather than being universally applicable.

In response to the limitations of the MDGs, the SDGs emerged as tackling a broader range of issues – from health and sustainable cities and communities, to energy and climate change. In addition, the SDGs put emphasis on collaboration by calling for partnerships,

involving all governments, the private sector and civil society, to make the right choices to improve life, in a sustainable way, for future generations.

With a more comprehensive global scope than the MDGs and universal applicability, the 17 SDGs are strongly interconnected, making the success of each goal dependent on the others. The unifying thread of the 17 goals, and their corresponding 169 targets, is the commitment towards eradicating poverty in all its forms and dimensions, and balancing the three dimensions of sustainable development including the economic, social and environmental (United Nations, 2015).

The SDGs and their targets provide clear guidelines for all countries, and take into consideration their different capacities, levels of development, and priorities while tackling environmental challenges at the global level.

Fig. 2. The United Nations SDGs



Source: United Nations (2015b)



# THE PEP LINK TO THE SDGs AND TARGETS

An important feature of THE PEP is that it is not a process that looks at the three dimensions of sustainable development in isolation from each other. Instead, by promoting a nexus approach, it operates as a policy integrator which takes fully into account the interrelatedness and interdependence of transport, health and environment. This has four consequences.

1. More comprehensive and integrative approaches are promoted to assess the health and environment implications of transport and land use policies and interventions.
2. Trade-offs and tensions that may exist among different sectoral policy objectives are made explicit and better managed. For example, the transport objective of efficiently moving people and goods by developing more road infrastructure and producing additional motorized vehicles may be at odds with the environmental goals of reducing emissions of pollutants and the health goals of reducing the burden of disease caused by air pollution. In addition, a suboptimal use of land, as observed with urban sprawl, can lead to an increased demand for motorized transport, in turn increasing environmental and health risks.
3. Help is provided to overcome the limitation that, although the SDGs are designed to be mutually supportive and interdependent, tensions may arise among those that aim to address poverty, production, health, environment, climate or cities.
4. By cutting across different goals, THE PEP integrates transport-related targets that are addressed by different SDGs. For example:
  - a. road safety is addressed under SDG 3, on good health and well-being, by target 3.6: “By 2020, halve the number of global deaths and injuries from road traffic accidents”;
  - b. energy efficiency, including in transport, is addressed under SDG 7, affordable and clean energy, by target 7.3: “By 2030, double the global rate of improvement in energy efficiency”;
  - c. urban air pollution is addressed under SDG 11, sustainable cities and communities, by target 11.6: “By 2030, reduce the adverse per capita environmental impact of cities, including by paying special attention to air quality and municipal and other waste management”;
  - d. climate change is addressed by SDG 13, climate action, by target 13.2: “Integrate climate change measures into national policies, strategies and planning” (United Nations, 2015).

THE PEP targets those priorities of sustainable and healthy transport where more work by the international community is most needed, and where the most significant impact can be achieved, such as:

- integrating environment and health considerations into transport policies and decisions;
- shifting the demand for transport towards more sustainable mobility; and
- strengthening the adaptability of urban transport systems to demographic and environmental change.

Hence, while the work being conducted under THE PEP, by governments at the national level, has links with some of the other SDGs, it is important to emphasize that this work has particularly close links to:

- SDG 3, ensuring healthy lives and promoting well-being for all at all ages;
- SDG 11, making cities and human settlements inclusive, safe, resilient and sustainable; and
- SDG 12, ensuring sustainable consumption and production patterns (see Annex 1) (see Fig. 3).

This is due to the fact that all five of THE PEP priority goals relate to these three SDGs noted above, thereby creating the strongest link. At the same time, the priority goals establish a direct and indirect link with the SDG targets. The direct link expresses the common aims between THE

PEP and SDG targets, while the indirect link is the positive externality resulting from these direct links. For example, while priority goal 3 of THE PEP, which aims at reducing emissions of pollutants, contributes directly to target 11.6 because it contributes to reducing air pollution, it makes an indirect contribution to target 9.5, which is about stimulating technological innovation (see Table 3).

The potential contribution of THE PEP to the achievement of the SDGs and their targets is illustrated below, with additional reference to THE PEP priority goals.

In particular, Fig. 3 shows how the five THE PEP priority goals relate directly to different SDGs. Table 3 shows, in greater detail, the SDG targets to which THE PEP priority goals contribute, both directly and indirectly. The full text of the SDG targets relevant to THE PEP is reproduced in Annex 1.



Fig. 3. THE PEP Five priority goals and the links to the SDGs



**Table 3.** The SDG targets most relevant to THE PEP priority goals

|   | Direct link to target  | Indirect link to target |
|---|--|-------------------------|
| <p><b>Priority goal 1</b><br/>Contribute to sustainable economic development and stimulate job creation</p>                         | <p>1.2, 1.b<br/>3.4, 3.6, 3.9<br/>7.2, 7.3, 7.b<br/>8.2, 8.3, 8.9<br/>11.1, 11.6<br/>12.2, 12.7, 12.8, 12.b</p>  | <p>1.4<br/>8.5</p>      |
| <p><b>Priority goal 2</b><br/>Manage sustainable mobility and promote a more efficient transport system</p>                         | <p>3.4, 3.6, 3.9<br/>8.4, 8.9<br/>11.2, 11.6<br/>12.2, 12.7, 12.8, 12.b<br/>13.2, 13.3<br/>15.5, 15.9</p>  | <p>5.b<br/>13.a</p>     |
| <p><b>Priority goal 3</b><br/>Reduce emissions of transport-related greenhouse gases, air pollutants and noise</p>                  | <p>3.4, 3.6, 3.9<br/>7.2, 7.3, 7.b<br/>11.1, 11.6<br/>12.2, 12.7, 12.8, 12.b<br/>13.2, 13.3</p>  | <p>9.5<br/>13.a</p>     |
| <p><b>Priority goal 4</b><br/>Promote policies and actions conducive to healthy and safe modes of transport</p>                     | <p>1.2, 1.4, 1.b<br/>3.4, 3.6, 3.9<br/>10.2<br/>11.2, 11.6<br/>12.2, 12.7, 12.8, 12.b</p>  | <p>5.1</p>              |
| <p><b>Priority goal 5</b><br/>Integrate transport, health and environmental objectives into urban and spatial planning policies</p> | <p>1.2, 1.4, 1.b<br/>3.4, 3.6, 3.9<br/>7.2, 7.3, 7.b<br/>8.4, 8.9<br/>9.4<br/>10.2<br/>11.2, 11.3, 11.6<br/>12.2, 12.7, 12.8<br/>13.2, 13.3<br/>15.5, 15.9</p> | <p>13.a</p>             |

 All priority goals

 Three priority goals

 Two priority goals

# 1 NO POVERTY



## LINK TO SDG 1

End poverty in all its forms everywhere

# 1

By encouraging more sustainable public transport, cycling and walking, THE PEP can contribute to decreasing socioeconomic disparities related to access to jobs, education, amenities and services. THE PEP works at developing capacities and frameworks for integrated urban and spatial planning while supporting sustainable livelihoods. It promotes the creation of sound policy frameworks at national, regional and international levels, by designing and modernizing urban areas and human settlements to improve the conditions for efficient and accessible public transport, with a particular focus on vulnerable groups, such as children and persons with reduced mobility. THE PEP supports investments towards the development of transport infrastructure that promotes safety, environmental protection and health, while having the highest job creation potential (targets 1.2, 1.4 and 1.b).

Priority goal 1 of THE PEP is helping to “reduce at least by half the proportion of men, women and children of all ages living in poverty in all its dimensions” at the national level (target 1.2). By developing economic resources, priority goal 1 can also make a secondary contribution to ensuring “that all men and women, in particular the poor and the vulnerable, have equal rights to economic resources” (target 1.4) ensuring better access to basic services through improved transport accessibility and healthy and safe mobility and increased job prospects. On the other hand, priority goal 4 contributes directly to targets 1.2 and 1.4 and equally helps to “create sound policy frameworks at the national, regional and international levels, based on pro-poor and gender-sensitive development strategies” (target 1.b). Priority goal 5 links directly with targets 1.2, 1.4 and 1.b.

### Goal 1 targets

**1.2** By 2030, reduce at least by half the proportion of men, women and children of all ages living in poverty in all its dimensions according to national definitions

**1.4** By 2030, ensure that all men and women, in particular the poor and the vulnerable, have equal rights to economic resources, as well as access to basic services, ownership and control over land and other forms of property, inheritance, natural resources, appropriate new technology and financial services, including microfinance

**1.b** Create sound policy frameworks at the national, regional and international levels, based on pro-poor and gender-sensitive development strategies, to support accelerated investment in poverty eradication actions



## 3 GOOD HEALTH AND WELL-BEING



## LINK TO SDG 3

Ensure healthy lives and promote well-being for all at all ages

# 3

THE PEP is contributing significantly to reducing the risks of suffering from noncommunicable diseases and “promotes well-being and mental health” (target 3.4) by supporting the shift to sustainable mobility choices, such as non-motorized vehicles, public transportation and clean transport modes, through priority goal 3. Priority goal 5 promotes the development of capacities and frameworks for integrated urban and spatial planning that reduces the impact of transport on health (target 3.4). Furthermore, promoting the shift towards sustainable transport modes and reducing combustion engine vehicle use, addressed in priority goal 3, can result in a substantial reduction of air pollutants, such as nitrogen oxides, particulate matter (of a diameter less than 2.5 or 10 micrometres) and ozone, and noise, all of which are conducive to severe illness and even death (target 3.9).

Priority goal 4 promotes the design and modernization of urban areas and human settlements

to improve conditions for safe and physically active mobility, through infrastructure for walking and cycling and efficient and accessible public transport. This directly contributes to decreasing “the number of global deaths and injuries from road traffic accidents” (target 3.6). Priority goal 1 directly contributes to targets 3.4, 3.6 and 3.9 by directing investments towards the development of transport infrastructure that promotes safety, the environment and health, such as through rail and light rail, clean and efficient public transport, efficient intermodal connections, safety measures in road transport, and infrastructure for active and environmentally friendly transport. Priority goal 2 complements these actions by promoting the sustainable management of mobility schemes, improving the coordination between land-use and transport planning, and promoting the use of information technology. Hence, the goal links directly to the SDG targets 3.4, 3.6 and 3.9.

### Goal 3 targets

**3.4** By 2030, reduce by one third premature mortality from noncommunicable diseases through prevention and treatment and promote mental health and well-being

**3.6** By 2020, halve the number of global deaths and injuries from road traffic accidents

**3.9** By 2030, substantially reduce the number of deaths and illnesses from hazardous chemicals and air, water and soil pollution and contamination

## Box 1. NTHEAPs

The development of NTHEAPs can be an effective way to address a number of targets related to the reduction of noncommunicable diseases attributable to noise, air pollution and insufficient physical activity (targets 3.4 and 3.9), as well as road traffic injuries (target 3.6).

France developed its NTHEAP as an integral part of its third national environment and health action plan, which features a comprehensive and interdisciplinary approach to determining and managing national policy on environment and health with the following three objectives (Ministère de la Transition écologique et solidaire, 2015):

- Reduce environmental exposure and characterize the effects of lifelong environmental exposure on health;
- Give priority to focusing on the types of environmental exposure that lead to high impact diseases; and
- Strengthen environment and health training and education.

A specific working group for transport, health and environment ensures that links are made between the third national environmental health action plan and THE PEP (Schweizer et al., 2014).

## Box 2. Health Economic Assessment Tool (HEAT) for cycling and walking

The HEAT is an online tool used to estimate the value of reduced mortality that results from regular walking or cycling. It is intended to be part of comprehensive cost-benefit analyses of transport interventions or infrastructure projects. It can complement existing tools for economic valuations of transport interventions, for example those aiming at reducing emissions of pollutants or at easing congestion, which can also have effects on promoting or discouraging cycling and walking, and can also be used to assess the current situation or a past investment. The HEAT is based on the best available evidence, with parameters that can be adapted to fit specific situations. Default parameters are valid for the European context. The HEAT targets urban and transport planners in particular, helping them to take into account the effects of possible changes to cycling and walking as a result of investments in transport or urban planning projects. The HEAT supports advocating investments in cycling and walking and, by promoting safe and active mobility, helps to “prevent premature mortality from noncommunicable disease”

(target 3.4) as well as “providing access to safe, affordable, accessible and sustainable transport systems for all” (target 11.2) (Kahlmeier et al., 2014).

## Box 3. Planning for health – the Swiss experience

### Model Project – Sustainable Spatial Development 2014–2018

Model Project [Modellvorhaben] – Sustainable Spatial Development 2014–2018 promotes physical activity through urban and regional planning. Since 2014, eight federal offices and agencies have been working together to support the third generation of model projects, nine of which focus on enhancing the development of free spaces and active mobility in suburban areas where 75% of the European population lives (WHO Regional Office for Europe, 2015b).

One project is located in Sursee, in Canton Lucerne, where 17 communities have committed themselves to promoting open space and roads for active mobility. This is part of the regional urban planning strategy which has a special focus on seniors and young people (WHO Regional Office for Europe, 2015b).

### “Getting the Community moving” in St Gallen, eastern Switzerland

Exercise-friendly municipalities and neighborhoods should motivate both young and old people to exercise more — at the same time as promoting social cohesion and improving the quality of life. “GEMEINDE BEWEGT”, or “Getting the community moving”, is a pilot project aimed at implementing a structure that promotes physical activity within communities (Kanton St Gallen, 2016). The pilot phase has been partially funded by the St Gallen government and supported by the three departments of works, education and health from the St Gallen cantonal administration (Kanton St Gallen, 2014). Other financial supporters included Health Promotion Switzerland, the Federal Bureau for the Equality of People with Disabilities and the Swiss Cancer League.

Ten smaller communes participated in the St Gallen pilot project. They were given support to consult with the general public, through participatory processes, to identify and prioritise structural impediments to pedestrian and cycle traffic, and to plan projects in communities and neighborhoods that promote exercise (Kanton St Gallen, 2014). The “GEMEINDE BEWEGT” project offered guidance to each commune on implementing a package of measures and advice in order to create an improved framework for structural exercise promotion (Kanton St Gallen, 2014).

“GEMEINDE BEWEGT” had four objectives (Kanton St Gallen, 2013):

1. optimizing infrastructure for exercise in the community
2. implementing a package of measures and advice in 10 communes
3. participation of the general public
4. using the findings to roll out the project elsewhere.

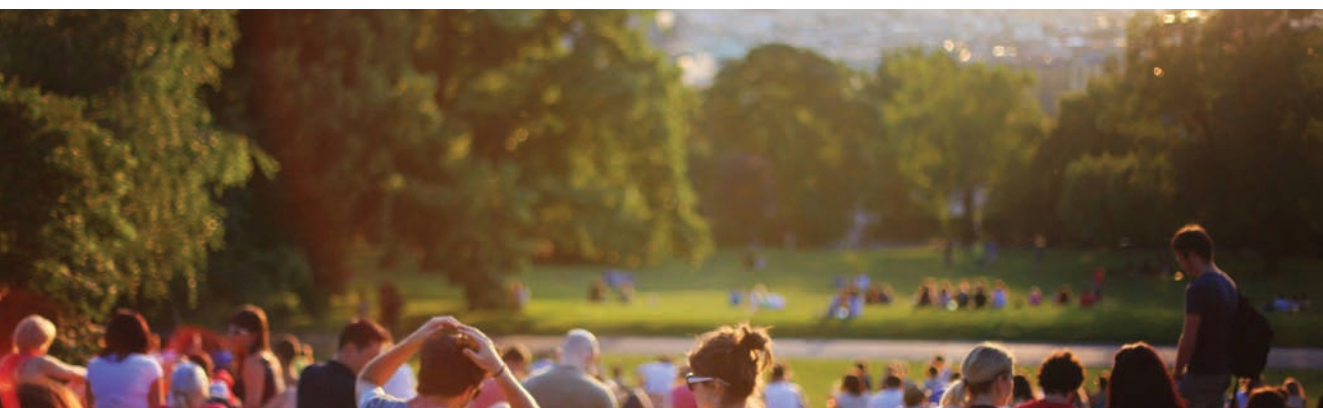
Target groups included:

- the general public, with a particular focus on children, elderly people, and people with disabilities
- public officials
- policy-makers.

The project was managed by Public Health Services of St Gallen, coordinated by the St Gallen Department for Communes and Networks, and implemented with the support of Pedestrian Mobility Switzerland. The entire “GEMEINDE BEWEGT” process, including implementation in the pilot communes, was documented and evaluated (Kanton St Gallen, 2013).

All four of the objectives were achieved. Measures that were taken to optimize infrastructure are listed in the final report (Kanton St Gallen, 2013). Two courses of action — the electronic recording of barriers to and opportunities for exercise, and a workshop — were successfully deployed in the communities. In the future, however, data collection needs to be optimized to collect additional information related to children and people with disabilities, and the presentation of data to the general public should be simplified (Kanton St Gallen, 2013).

Furthermore, all of the target groups were reached. Ten reports regarding the implementation process in the communes are available, and a leaflet on implementing “GEMEINDE BEWEGT” is being produced. “GEMEINDE BEWEGT” continues to operate in Canton St Gallen and its future objective is for the project to be launched at the national level, taking into account the conclusions of the pilot phase (Kanton St Gallen, 2013).



## 5 GENDER EQUALITY



## LINK TO SDG 5

Achieve gender equality and empower all women and girls

# 5

Gender issues are included in THE PEP's suggested actions. These can be addressed through priority goal 4, which promotes policies and actions conducive to healthy and safe modes of transport, with a special focus on women, girls and vulnerable groups, in order to share safe, secure, accessible, reliable and sustainable mobility. Through these measures,

THE PEP contributes to “end all forms of discrimination against all women and girls everywhere” (target 5.1). Furthermore, by promoting the use of information technology for a more sustainable use of mobility choices, included in priority goal 2, THE PEP can contribute to “promoting the empowerment of women” (target 5.b).

### Goal 5 targets

**5.1** End all forms of discrimination against all women and girls everywhere

**5.b** Enhance the use of enabling technology, in particular information and communications technology, to promote the empowerment of women



## 7 AFFORDABLE AND CLEAN ENERGY



## LINK TO SDG 7

Ensure access to affordable, reliable, sustainable and modern energy for all

# 7

THE PEP promotes a shift towards clean transport modes, such as electric mobility and the use of fuels based on renewable energy and eco-driving. Priority goal 3 includes these actions and can directly contribute to “increase substantially the share of renewable energy in the global energy mix” (target 7.2) and “expand infrastructure and upgrade technology for supplying modern and sustainable energy services for all in developing countries, in particular least developed countries ... in accordance with their respective programmes of support” (target 7.b). This support also contributes to increasing “the rate of improvement in energy efficiency” (target 7.3). In addition, the integration of transport, health and environment objectives in urban and spatial planning, as in priority goal 5, can

contribute to the achievement of safe, equitable and energy-efficient urban transport and the target to “double the global rate of improvement in energy efficiency” (target 7.3). By supporting the integration of green and healthy mobility and transport into urban spatial planning, priority goal 5 also contributes to targets 7.2 and 7.b. THE PEP is encouraging a shift in urban design and the development of infrastructure towards a more sustainable public transport network that prioritizes rapid bus or light rail transport, for example, over private vehicles. Adopting technologies and practices that are cost-effective encourages a substantial reduction in vehicle fuel use. This is reflected in priority goal 1 and contributes to targets 7.2, 7.3 and 7.b.

### Goal 7 targets

**7.2** By 2030, increase substantially the share of renewable energy in the global energy mix

**7.3** By 2030, double the global rate of improvement in energy efficiency

**7.b** By 2030, expand infrastructure and upgrade technology for supplying modern and sustainable energy services for all in developing countries, in particular least developed countries, small island developing States, and land-locked developing countries, in accordance with their respective programmes of support

## Box 4. THE PEP Relay Race, Vienna, 2016 Adoption to Promote E-Mobility

As part of THE PEP Relay Race (see page 3), the workshop “Decarbonization – Zero-Emission Mobility Starts Now!” took place in Vienna from 13–15 July 2016, hosted by the Austrian Federal Ministry of Agriculture, Forestry and Environment, in the framework of the national klimaaktiv mobil programme. The programme aims to reduce greenhouse gas emissions in the transport sector by promoting an environmentally friendly mobility transition towards electric mobility, cycling, intelligent mobility management and innovative mobility services. Its portfolio includes a financial support programme, consulting and awareness-raising programmes, partnerships, and training and certification initiatives. Financial support is provided to: Austrian businesses, fleet operators, and property developers; towns, cities, municipalities and regions; and relevant actors in tourism, school and youth initiatives.

Successful outcomes include:

- 8400 climate-friendly mobility projects initiated or implemented by approximately: 6400 businesses; 900 cities, municipalities and regions; 800 tourism and leisure organizations; and 300 schools;
- annual savings of 640 000 tonnes of carbon dioxide (CO<sub>2</sub>);
- an investment volume of 510 million euros, stimulated by financial support for mobility projects amounting to: 88.9 million euros, from the funds of the Austrian Ministry of Agriculture, Forestry, Environment and Water Management (BMLFUW), via klimaaktiv mobil, the Climate and Energy Fund and the Austrian environmental support scheme; and 1.4 million euros from EU funds of the European Agricultural Fund for Rural Development (EAFRD); and
- about 6000 so-called green jobs secured or created financial support for about 20 200 alternative vehicles, including 17 900 electric vehicles.

This programme was presented at a workshop organized jointly by: the Austrian Federal Ministry of Transport, Innovation and Technology; Austrian Federal Ministry of Health and Women’s Affairs; the European Platform on Mobility Management, under the auspices of the THE PEP Relay Race, in cooperation with UNECE and WHO(klimaaktiv, 2016 b).

The Relay Race workshop was attended by more than 350 participants from 20 countries and included keynote speeches, round table discussions and study visits. It showcased examples and good practices in progress towards decarbonizing transport, including shifts towards electric mobility, e-bicycles, and behavioural changes, such as eco-driving, as well as a system of policies and incentives to accelerate the implementation of a three-fold strategy consisting of:

- promoting a shift towards zero- and low-emission technology and transport modes, including electric and active mobility and public transport;

- promoting mobility management, improving the efficiency of transport, and supporting new initiatives for environmentally friendly and active mobility services; and
- reducing the need for motorized transport.

THE PEP Relay Race workshop in Vienna provided a link between long-term options for decarbonization and transformation to renewable energy in transport. Already, today's practical showcases – including the klimaaktiv mobil, national program to promote green mobility, and national e-mobility plan – prove the possibility of a new transformation.

The workshop's cornerstone was a package of actions to promote e-mobility with renewable energy in Austria. The Austrian Ministry of Agriculture, Forestry, Environment and Water Management (BMLFUW) together with the Ministry of Transport joined forces and started the package on 1 March 2017. Auto importers and two-wheeler importers as well as sports retailers are partners in funding e-vehicles. The aim is to significantly accelerate the market launch of electro mobility and, in particular, expand the promotional offerings from the corporate and municipal sector to private individuals. In total 72 million euros of funding are available for both 2017 and 2018. Additionally, some Austrian federal states, or länder, are joining in with extra funding.

This action programme has boosted e-mobility in Austria as one of the leading countries in newly registered battery-powered vehicles in the EU.





## 8 DECENT WORK AND ECONOMIC GROWTH



## LINK TO SDG 8

Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all

# 8

Implementing THE PEP can promote development-oriented policies that support the creation of decent jobs for all, especially “women and men including vulnerable groups, such as children and persons with reduced mobility” (target 8.5). It can also “promote sustainable tourism that creates jobs and promotes local culture and products” (target 8.9). These aims are included in priority goal 1 where THE PEP suggests channeling investments towards healthy, environmentally friendly transport modes and infrastructure that have a high job creation potential and offer opportunities for small- to medium-sized business creation and innovation. These actions are directly contributing to “achieve higher levels of economic productivity

through diversification, technological upgrading and innovation” (target 8.2) and to “promote development-oriented policies that support productive activities, decent job creation, entrepreneurship, creativity and innovation” (target 8.3). THE PEP also supports “resource efficiency in consumption and production ... to decouple economic growth from environmental degradation” (target 8.4). This also supports a substantial reduction in the use of resources when intersectoral collaboration is enhanced, and resilient and sustainable transport systems are built and adapted to demographic and environmental changes, including the integration and transfer of technologies and know-how models among participating countries.

### Goal 8 targets

**8.2** Achieve higher levels of economic productivity through diversification, technological upgrading and innovation, including through a focus on high-value added and labour-intensive sectors

**8.3** Promote development-oriented policies that support productive activities, decent job creation, entrepreneurship, creativity and innovation, and encourage the formalization and growth of micro-, small- and medium-sized enterprises, including through access to financial services

**8.4** Improve progressively, through 2030, global resource efficiency in consumption and production and endeavour to decouple economic growth from environmental degradation, in accordance with the 10-year framework of programmes on sustainable consumption and production, with developed countries taking the lead

**8.5** By 2030, achieve full and productive employment and decent work for all women and men, including for young people and persons with disabilities, and equal pay for work of equal value

**8.9** By 2030, devise and implement policies to promote sustainable tourism that creates jobs and promotes local culture and products

## Box 5. THE PEP Partnership on Jobs in Green and Healthy Transport

The study “Riding towards the green economy: cycling and green jobs”, developed by THE PEP Partnership on Jobs in Green and Healthy Transport, together with the United Nations Environment Programme, advanced methodological approaches to estimating the number of jobs associated with cycling. It found that up to 435 000 additional jobs could be created if 56 major cities had the same modal share of cycling as Copenhagen. The study also observed that investing in cycling increases the number of cycling-related jobs and that important opportunities are offered by jobs related to cycling tourism. All in all, the study provided additional arguments for advocating investments in cycling (WHO Regional Office for Europe, 2016b).



## 9 INDUSTRY, INNOVATION AND INFRASTRUCTURE



## LINK TO SDG 9

Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation

# 9

THE PEP supports the development of actions and strategies to promote the sustainable design of urban areas and human settlements through its priority goal 5. This contributes to retrofitting existing transportation and urban infrastructure, focusing on “increasing resource efficiency and greater adoption of clean technologies” (target 9.4), as well as developing healthy and smart cities with sustainable mobility. Moreover, by encouraging the reduction of emissions of

transport-related greenhouse gases, air pollutants and noise through priority goal 3, THE PEP can drive-policy makers to adopt decisions that “enhance scientific research, upgrade the technological capabilities” of related industrial sectors and “encourage innovation” (target 9.5). Examples include the manufacturing of electric vehicles, and technological improvements to increase such a vehicle’s travel range before recharging and to reduce the cost of batteries.

### Goal 9 targets

**9.4** By 2030, upgrade infrastructure and retrofit industries to make them sustainable, with increased resource-use efficiency and greater adoption of clean and environmentally sound technologies and industrial processes, with all countries taking action in accordance with their respective capabilities

**9.5** Enhance scientific research, upgrade the technological capabilities of industrial sectors in all countries, in particular developing countries, including, by 2030, encouraging innovation and substantially increasing the number of research and development workers per 1 million people and public and private research and development spending

# 10 REDUCED INEQUALITIES



## LINK TO SDG 10

Reduce inequality within and among countries

# 10

By encouraging effective public transport, cycling and walking, and promoting policies and actions in favour of healthy and safe modes of transport — as encompassed in its priority goal 4 — THE PEP can contribute to decreasing socioeconomic inequalities related to access to jobs, education, amenities and services by vulnerable groups in the population. THE PEP develops capacities and frameworks for integrated urban and spatial planning through its priority goal 5 while supporting sustainable livelihoods.

With its specific mandate to focus on the specific needs of Newly Independent States and South East European countries, THE PEP facilitates international collaboration and the reduction of gaps in access to knowledge and information among countries. This contributes to “empower and promote the social, economic and political inclusion of all, irrespective of age, sex, disability, race, ethnicity, origin, religion or economic or other status” (target 10.2) (UN Economic and Social Council, 2002).

### Goal 10 targets

**10.2** By 2030, empower and promote the social, economic and political inclusion of all, irrespective of age, sex, disability, race, ethnicity, origin, religion or economic or other status

### Box 6. THE PEP Workshop on Sustainable and Healthy Urban Transport: Focus on East and South East Europe, Caucasus and Central Asia. Chisinau, Moldova, 29–30 October 2008

This workshop was held to build capacity, raise awareness and share good practice among the three sectors: transport, health and environment. In addition, it aimed to generate policy recommendations for ministers in view of the third High-level Meeting on Transport, Health and Environment — to be held on 22–23 January 2009 in Amsterdam — with a particular focus on the needs of countries in eastern Europe, central Asia and the Caucasus, and South East Europe. The workshop made an important contribution to ensure that the Amsterdam

Declaration “Making THE Link: transport choices for our health, environment and prosperity”, which was adopted at the third High-level Meeting, had an explicit focus on strengthening cooperation within and among countries ... “taking particular account of the needs of interested countries in eastern Europe, the Caucasus, central Asia and South East Europe”.



## 11 SUSTAINABLE CITIES AND COMMUNITIES



## LINK TO SDG 11

Make cities and human settlements inclusive, safe, resilient and sustainable

# 11

Given that transport, health and environment concerns are a fundamental component of urban development, THE PEP has a close connection with SDG 11. By focusing on promoting the dissemination of policies and actions that enable healthy and safe modes of transport through its priority goal 4, THE PEP provides a strategy for developing comprehensive mobility plans, including conditions for safe and physically active mobility, infrastructure for walking and cycling, and accessible and efficient public transport with an emphasis on vulnerable groups such as children, older people and persons with disabilities (target 11.2). Priority goal 4 also directly contributes to “reduce the adverse per capita environmental impact of cities, including by paying special attention to air quality” (target 11.6). Even more, by developing integrated transport, health and environmental objectives for urban and spatial planning, priority goal 5 directly contributes to targets 11.2, 11.3 and 11.6, in particular through the rationalization of land-use and urban planning to reduce transport demand and make possible a reorientation

of mobility patterns towards more sustainable transport modes.

THE PEP, through its priority goal 2, promotes mobility management schemes for businesses, schools, leisure activities, communities and cities; raises awareness of sustainable mobility choices by improving coordination between land uses; and promotes the use of information technology, thereby linking with target 11.6. By directing investments towards the development of transport infrastructure, in order to contribute to sustainable economic development and healthy transport, priority goal 1 makes an important contribution to targets 11.2 and 11.6. To reduce the impact of transport on human health and the environment, THE PEP supports a shift towards zero- and low-emission vehicles and a transformation towards clean transport modes through its priority goal 3. This shift could also contribute significantly to reducing air pollution, especially fine particulate matter and nitrogen oxide, and thereby improving air quality (target 11.6).

### Goal 11 targets

**11.2** By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons

**11.3** By 2030, enhance inclusive and sustainable urbanization and capacity for participatory, integrated and sustainable human settlement planning and management in all countries

**11.6** By 2030, reduce the adverse per capita environmental impact of cities, including by paying special attention to air quality and municipal and other waste management

## Box 7. THE PEP Partnership on Cycling

At the Fourth High-level Meeting on Transport, Health and Environment held in Paris 2014 (WHO Regional Office for Europe and UNECE, 2014), governments from across Europe decided to initiate the development of a pan-European master plan for cycling promotion. THE PEP Partnership on Cycling, established at this meeting, operates under the leading partners, the Austrian Federal Ministry of Sustainability and Tourism and the French Ministry for the Ecological and Inclusive Transition. The master plan has been developed cooperatively with the involvement of 25 Member States, UNECE, WHO and the European Cyclists' Federation, with assistance provided by members of THE PEP Bureau and Secretariat. The overall objective of the master plan is the promotion of cycling to improve the quality of life at the pan-European level, and to establish cycling as an equal mode of transport. One of its specific objectives is to halve the number of fatalities, and serious injuries, in the pan-European region by 2030 (target 3.6). The master plan: makes a significant contribution to the implementation of the "10-Year Framework of Programmes on Sustainable Consumption and Production Patterns" with "developed countries taking the lead" (target 12.1); increases the efficient use of resources (target 12.2); and promotes sustainable public procurement practices (target 12.7). It also contributes to "enhance the Global Partnership for Sustainable Development" along with different stakeholder partnerships that "mobilize and share knowledge, expertise, technology and financial resources, to support the achievement of the Sustainable Development Goals in all countries" (target 17.6).

### Austria

With its continued promotion of cycling, the klimaaktiv mobil programme makes a key contribution to implementing the master plan for cycling promotion and increasing the share of cycling in Austria. From 2007–2016, approximately 35.9 million euros — 35.3 million from the national budget and 0.6 million from the EU budget — were made available to support 196 projects, triggering investments of nearly 136 million euros. As a result, an annual CO<sub>2</sub> reduction of about 36 700 tonnes was achieved (klimaaktiv mobil, 2017). These achievements are a direct contribution to "reduce per capita environmental impact on cities", especially by improving air quality in cities (target 11.6). They also contribute to reducing the impacts of climate change through integrating measures into national policies, strategies and planning (target 13.2)

The measures included in the klimaaktiv mobil projects range from comprehensive multi-annual cycle expansion programmes undertaken by the federal provinces — which, along with infrastructural developments, also comprise awareness-raising measures such as campaigns, initiatives, topical events and information platforms — to measures undertaken at the municipality level such as the establishment of bicycle parking stations and cycle lanes (klimaaktiv, 2017). These ensure that people have "access to safe, affordable, accessible and sustainable transport systems" with improved safety (target 11.2) and "relevant information and awareness for sustainable development" (target 12.8).

As a result of the klimaaktiv mobil programme, the share of electric bicycles sold in Austria increased from 2000 in the year 2008 to 86 000 in 2016. This corresponds to a market share

of about 22% in 2016. With the electric bike promotion scheme for companies and municipalities, klimaaktiv mobil made an important contribution to the electric bike boom and a successful market introduction in Austria (klimaaktiv, 2017). This achievement contributes to improve “efficiency in consumption and production and endeavour to decouple economic growth from environmental degradation” (target 8.4), and to “achieve higher levels of economic productivity through diversification, technological upgrading and innovation, including through a focus in high-value added and labour-intensive sectors” (target 8.2).

### **France**

France Vélo Tourism, or France Cycling Tourism, is a group of local authorities, professionals and companies, supported by the Ministry of Economy and Finance, the Directorate General for Enterprise and the Ministry of Environment, Energy and Sea, that aims to strengthen the economic development of cycle tourism in France. France Vélo Tourism launched a programme of complementary actions including: the development of a website that helps the public plan and organize cycling holidays; a contribution to the launch of a complete collection of guides for bicycle tourism; the promotion of the cycling tourism sector in France through public relations and events; and improvements in supplying services, such as the development of Accueil Vélo, a national sign that guarantees a high quality of services for cyclists throughout France (WHO Regional Office for Europe, 2014). These actions make a direct contribution to “promote sustainable tourism” that “promotes local culture”, supports “improving road safety” and creates jobs (targets 8.4, 8.9, 11.2 and 12b).

### **Switzerland**

In response to a popular initiative, the Swiss Federal Council, the highest executive authority in the country, developed a counter proposal in August 2017 to modify the Federal Constitution to include cycling within the competence of the national government, as is already the case for walking and hiking. This amendment would enable the Swiss Confederation to define principles for cycle networks and to coordinate measures conducted by its cantons to build such networks. If the Swiss parliament supports this counter proposal, a referendum will then take place in 2019. This strengthening of the legal basis of cycle networks would contribute to “access to safe and sustainable transport systems” (target 11.2) and to the “promotion of sustainable tourism” (target 8.9).



## 12 RESPONSIBLE CONSUMPTION AND PRODUCTION



## LINK TO SDG 12

Ensure sustainable consumption and production patterns

# 12

THE PEP creates a platform for supporting actions conducive to advancing sustainability at all levels in urban settlements. THE PEP can thus contribute to a reduction in the materials footprint and an increase in transport system efficiency and effectiveness resulting in reduced transport impacts on health and the environment. Priority goal 3, by emphasizing emissions reduction, encourages a shift in the vehicle fleet towards zero- or low-emission vehicles which fosters electric mobility and eco-driving. In turn, this can contribute to achieve sustainable consumption and production. Taken together, THE PEP priority goals directly contribute to “implement the 10-Year Framework of Programmes on Sustainable

Consumption and Production Patterns” (target 12.1), “achieve the sustainable management and efficient use of natural resources“ (target 12.2), and “promote public procurement practices that are sustainable” (target 12.7). Priority goal 2 directly contributes to “ensure that people everywhere have the relevant information and awareness for sustainable development and lifestyle in harmony with nature” (target 12.8). Moreover, the priority goals help to “develop and implement tools to monitor sustainable development impacts for sustainable tourism that creates jobs and promote local culture and products” (target 12.b).

### Goal 12 targets

**12.1** Implement the 10-year framework of programmes on sustainable consumption and production patterns, all countries taking action, with developed countries taking the lead, taking into account the development and capabilities of developing countries

**12.2** By 2030, achieve the sustainable management and efficient use of natural resources

**12.7** Promote public procurement practices that are sustainable, in accordance with national policies and priorities

**12.8** By 2030, ensure that people everywhere have the relevant information and awareness for sustainable development and lifestyles in harmony with nature

**12.b** Develop and implement tools to monitor sustainable development impacts for sustainable tourism that creates jobs and promotes local culture and products

## Box 8. THE PEP Partnership on EcoDriving

Results from EcoDriving projects (see page 5) from all over Europe prove that educated and trained drivers can easily reach fuel reductions of 5–10% for trucks and buses, and up to 20% for cars, by adopting an energy-efficient driving style. As a result, EcoDriving training courses are a very cost-effective measure with a number of positive effects:

- resource savings and climate protection: EcoDriving can contribute to a substantial reduction in fuel consumption and thereby to reducing greenhouse gas emissions and the use of fossil energy sources (targets 7.3, 8.4, 12.2, 13.2 and 13.a);
- reducing health risks: EcoDriving results in fewer emissions of harmful substances and less noise generated and therefore reduces “premature mortality from noncommunicable diseases through prevention and treatment” (targets 3.4 and 3.9); and
- enhanced traffic safety: EcoDriving reduces the risk of “death and injuries from road traffic accidents” and “provides access to safe, affordable, accessible and sustainable transport systems for all” (targets 3.6 and 11.2).

### EcoDriving in Austria

The Eco-driving programme in Austria is managed by the Austrian Federal Ministry of Sustainability and Tourism in cooperation with the Austrian Energy Agency and the Federal Branch Association of Driving Schools. It is part of the klimaaktiv mobil programme, the climate protection initiative of the Ministry of Sustainability and Tourism, which aims to reduce greenhouse gas emissions in the transport sector.

An important result of the EcoDriving programme was the long-term statistical evaluation of the fuel consumption of the entire bus fleet of the Austrian National Postbus-Lines.

A pilot training confirmed:

- fuel savings of 6.5% annually, equal to a reduction of diesel fuel consumption of 2 million liters, contributing to “improvement in energy efficiency” (targets 7.3 and 12.2);
- cost savings of 3 million euros (targets 8.4 and 8.9); and
- emission reductions of 5000 tonnes of CO<sub>2</sub> (targets 3.4, 3.9, 13.2 and 13.a).

### EcoDriving in Switzerland

Established in 1999, Quality Alliance EcoDrive was launched by SwissEnergy, a programme of the Federal Office for Energy (SFOE), to promote and ensure widespread implementation of the EcoDrive technique. The alliance is supported by a broad coalition of course providers, transport associations, private organizations and government agencies. It initially focused on the development of training standards. Its current goal is to make EcoDrive the driving style of choice for all road users, including novice and experienced drivers.

Recent key activities include:

- [www.ecodrive.ch](http://www.ecodrive.ch), the platform for all information about EcoDrive for a range of target audiences;
- providing printed and electronic information documents;
- education and training for instructors and car and truck drivers;
- simulated training for car drivers;
- offline and online campaigns to spread EcoDrive tips; and
- the award-winning casual game, EcoDriver, with more than 1 million downloads world-wide.

The alliance cooperates with *Autoenergiecheck*, a project managed by Switzerland's car-dealer association to optimize vehicle fuel-efficiency, in order to engage Swiss fleet managers — managers responsible for all vehicles owned by a company or organization — in energy-efficient projects.





THE PEP contributes to SDG 13 by directly supporting the reduction of greenhouse gas emissions through priority goal 3, promoting healthy means of transport, fossil-fuel-free transportation and increased energy efficiency. In addition, THE PEP is tackling adaptation and mitigation issues when addressing the interaction between transport and land use in cities; and adapting urban environments, as well as mobility and transport systems, to demographic and environmental change, as included in priority goal 5. These are contributing to “integrate climate change measures into national policies,

strategies and planning” (targets 13.2) and “improve education, awareness raising and human and institutional capacity on climate change mitigation, adaptation, impact reduction and early warning” (target 13.3). This target is also supported by priority goal 2. Additionally, the priority goals help to “implement the commitment undertaken by developed-country parties to the United Nations Convention on Climate Change to a goal of mobilizing jointly \$100 billion annually by 2020 from all sources to address the needs of developing countries” (target 13.a).

## Goal 13 targets

**13.2** Integrate climate change measures into national policies, strategies and planning

**13.3** Improve education, awareness-raising and human and institutional capacity on climate change mitigation, adaptation, impact reduction and early warning

**13.a** Implement the commitment undertaken by developed-country parties to the United Nations Framework Convention on Climate Change to a goal of mobilizing jointly \$100 billion annually by 2020 from all sources to address the needs of developing countries in the context of meaningful mitigation actions and transparency on implementation and fully operationalize the Green Climate Fund through its capitalization as soon as possible

*Note:* acknowledging that the United Nations Framework Convention on Climate Change is the primary international, intergovernmental forum for negotiating the global response to climate change.

## Box 9. ForFITS (For Future Inland Transport Systems)

ForFITS was developed as part of a three-year (2011–2014) United Nations Development Account project that involved all United Nations Regional Commissions under the leadership of UNECE. Its aim is to assess transport carbon dioxide (CO<sub>2</sub>) emissions and the differentiated impacts of alternative policies intended to mitigate them. The assessments take into account information such as vehicle classes, powertrain technologies and fuel blends. ForFITS can project future transport activity, energy use and CO<sub>2</sub> emissions as a result of the: evolution of socioeconomic parameters, such as Gross Domestic Product (GDP) and population; cost of driving; structure of the transport system; and technology deployment (UNECE, 2017; UNECE, 2014).

### ForFITS in Kaunas, Lithuania

The ForFITS tool was applied, for the first time within THE PEP Framework, locally in the municipality of Kaunas and nationally in Lithuania, as part of the 2014 annual THE PEP Relay Race workshop. It was organized by the Kaunas City Municipality in cooperation with the Ministry of Health, Ministry of Transport and Communications and Ministry of Environment of Lithuania and THE PEP Secretariat. The workshop was the first activity to implement the Paris Declaration.

To quantify the effect of future urban policies in Kaunas, ForFITS was used for projections of transportation activity and CO<sub>2</sub> emissions. Future emission levels were projected to depend mostly on population and GDP changes, while policy decisions were also seen as clearly relevant. Kaunas was taking steps to reduce climate impacts but faced obstacles from its residents — their transportation preference had recently shifted toward a city characterized by urban sprawl. Infrastructure for public transportation appeared to be an area of particular importance with room for improvement, as observed through the recent surveys of resident satisfaction with the current system. The potential impact of reversing the trend toward urban sprawl through improved public transport infrastructure, and programmes to raise awareness of climate change issues, could be observed under the following alternative ForFITS scenarios: transport shift, culture shift, shift to electric, and joint effect scenario. Since these are areas that can be influenced by public policy, ForFITS can help to show the potential impact of these types of measures and thus enable their continued or even expanded implementation (UNECE, 2014).

To quantify the future urban effects of policies in Lithuania, ForFITS was used for projections of transportation activity and CO<sub>2</sub> emissions. Three alternatives were considered (UNECE, 2015b):

1. The transport shift scenario projects that Lithuania further develops its public transport infrastructure in a way that results in a network that is 20% similar in density, both in terms of population and infrastructure, to the most highly integrated public transport infrastructure countries in the world by 2040. To simulate this change, the ForFITS passenger transport system, index2, was modified. This index was specifically developed

to help understand the changes in the passenger transport system associated with shifts to or from private vehicles to or from public transport (UNECE, 2015b).

2. The culture shift, related to the transport shift scenario, projects that residents of the city will develop a greener attitude so that alternative modes of transportation, such as walking and bicycling, will be used more and longer trips will be avoided. This scenario represents the ideal result of the implementation of public awareness campaigns. To simulate this change, the ForFITS environmental culture, index3, was modified (UNECE, 2015b).
3. The shift to electric scenario, based on Lithuania's proposal to promote alternative sources of energy to achieve the goal of limiting the increase in consumption of petrol and diesel, projects that, by 2040: (a) almost 50% of two-wheelers will be electric; (b) almost one third of light-duty vehicles will be electric-petrol or diesel hybrids; (c) almost two thirds of buses will be hybrids; (d) rail vehicles will shift to approximately 40% hybrid and 60% electric; and (e) approximately 13% of large road freight vehicles will be hybrids. These projections are based on a scenario developed by the UNECE (UNECE, 2015b).

In addition to these separate three scenarios, one additional scenario projects the joint effects of all of these three alternative scenarios together. This is included because each of the three scenarios are interrelated, and if implemented as planned, all three would jointly occur over the next two decades (UNECE, 2015b).

The projections show that the largest decreases in emissions — a 10% decrease compared to the baseline scenario — are achieved through the culture shift scenario, which shows that greener attitudes that favour active mobility, such as walking and cycling, can have a very big impact. The transport shift and shift to electric scenarios only contributed 3% reductions. The cumulative effect, by 2030, of the three scenarios taken together results in a 15% decrease (UNECE, 2015b).

The use of this tool, alongside contributing to the integration of climate change measures and climate awareness into national policies (targets 13.2 and 13.3), can play an important part in “achieving the sustainable management and efficient use of natural resources” (target 12.2), add to information sprawl, and raise awareness for “sustainable development and lifestyle in harmony with nature” (target 12.8).

# 15 LIFE ON LAND



## LINK TO SDG 15

Protect, restore and promote sustainable use of terrestrial ecosystems, sustainably manage forests, combat desertification, and halt and reverse land degradation and halt biodiversity loss

# 15

Landscape degradation and ecologically sensitive areas are important issues addressed by THE PEP, which proposes the sustainable management of transport and coordination between land-use and transport planning in priority goal 2. THE PEP includes a plan for integrated urban and spatial planning in priority

goal 5. These are conducive to “reduce the degradation of natural habitats, halt the loss of biodiversity” and “prevent the extinction of threatened species” (targets 15.5) and “integrate ecosystem and biodiversity values into national and local planning” (target 15.9).

### Goal 15 targets

**15.5** Take urgent and significant action to reduce the degradation of natural habitats, halt the loss of biodiversity and, by 2020, protect and prevent the extinction of threatened species

**15.9** By 2020, integrate ecosystem and biodiversity values into national and local planning, development processes, poverty reduction strategies and accounts





THE PEP is linking international commitments and national actions by stimulating cooperation between Member States, intergovernmental organizations and nongovernmental organizations to mobilize and share knowledge, expertise, technology and financial resources. THE PEP mobilizes international support through its partnerships in order to implement effective and targeted capacity-building. These coordinated actions support the achievement of the SDGs in all countries in that they: “enhance international support for implementing effective and targeted capacity-building in developing countries to support

national plans” for the development of the SDGs (target 17.9); “enhance the Global Partnership for Sustainable Development, complemented by multi-stakeholder partnerships that mobilize and share knowledge, expertise, technology and financial resources, to support the achievement of the Sustainable Development Goals in all countries” (target 17.16); and “encourage and promote effective public, public-private and civil society partnerships” (target 17.17).

The main actions encouraging partnerships and cooperation are mostly included in THE PEP priority goals 1, 2 and 5.

## Goal 17 targets

### Finance

**17.3** Mobilize additional financial resources for developing countries from multiple sources

### Technology

**17.7** Promote the development, transfer, dissemination and diffusion of environmentally sound technologies to developing countries on favourable terms, including on concessional and preferential terms, as mutually agreed

**17.8** Fully operationalize the technology bank and science, technology and innovation capacity-building mechanism for least developed countries by 2017 and enhance the use of enabling technology, in particular information and communications technology

### Capacity-building

**17.9** Enhance international support for implementing effective and targeted capacity-building in developing countries to support national plans to implement all the Sustainable Development Goals, including through North-South, South-South and triangular cooperation



### **Multi-stakeholder partnerships**

**17.16** Enhance the global partnership for sustainable development, complemented by multi-stakeholder partnerships that mobilize and share knowledge, expertise, technology and financial resources, to support the achievement of the Sustainable Development Goals in all countries, in particular developing countries

**17.17** Encourage and promote effective public, public-private and civil society partnerships, building on the experience and resourcing strategies of partnerships





# CONCLUDING REMARKS

This publication highlights the links between THE PEP and SDGs, and identifies 12 SDGs and a number of relevant targets to which THE PEP could make a stronger contribution. It also provides a basis for encouraging more detailed analyses of the links between THE PEP and the 2030 Agenda for Sustainable Development, for example to identify the areas where THE PEP should intensify its work in light of the SDGs.

This publication also highlights that, under the right regulatory and policy framework, shifting transport patterns toward more sustainable and healthy directions can be beneficial to the

achievement of multiple SDGs — delivering several co-benefits for health, the environment and society; allowing for a more efficient use of resources; and taking into account the different contexts, priorities, capacities and resources of different Member States.

Finally, the publication illustrates the potential of THE PEP to support Member States in working across sectors at local, regional, national and international levels for achieving their sustainable development agendas.

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# ANNEX 1. LIST OF SUSTAINABLE DEVELOPMENT GOALS AND TARGETS RELATED TO THE PEP

## Goal 1. End poverty in all its forms everywhere

**1.2** By 2030, reduce at least by half the proportion of men, women and children of all ages living in poverty in all its dimensions according to national definitions

**1.4** By 2030, ensure that all men and women, in particular the poor and the vulnerable, have equal rights to economic resources, as well as access to basic services, ownership and control over land and other forms of property, inheritance, natural resources, appropriate new technology and financial services, including microfinance

**1.b** Create sound policy frameworks at the national, regional and international levels, based on pro-poor and gender-sensitive development strategies, to support accelerated investment in poverty eradication actions

## Goal 3. Ensure healthy lives and promote well-being for all at all ages

**3.4** By 2030, reduce by one third premature mortality from noncommunicable diseases through prevention and treatment and promote mental health and well-being

**3.6** By 2020, halve the number of global deaths and injuries from road traffic accidents

**3.9** By 2030, substantially reduce the number of deaths and illnesses from hazardous chemicals and air, water and soil pollution and contamination

## Goal 5. Achieve gender equality and empower all women and girls

**5.1** End all forms of discrimination against all women and girls everywhere

**5.b** Enhance the use of enabling technology, in particular information and communications technology, to promote the empowerment of women

## Goal 7. Ensure access to affordable, reliable, sustainable and modern energy for all

**7.2** By 2030, increase substantially the share of renewable energy in the global energy mix

**7.3** By 2030, double the global rate of improvement in energy efficiency

**7.b** By 2030, expand infrastructure and upgrade technology for supplying modern and sustainable energy services for all in developing countries, in particular least developed countries, small island developing States, and land-locked developing countries, in accordance with their respective programmes of support

## **Goal 8. Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all**

**8.2** Achieve higher levels of economic productivity through diversification, technological upgrading and innovation, including through a focus on high-value added and labour-intensive sectors

**8.3** Promote development-oriented policies that support productive activities, decent job creation, entrepreneurship, creativity and innovation, and encourage the formalization and growth of micro-, small- and medium-sized enterprises, including through access to financial services

**8.4** Improve progressively, through 2030, global resource efficiency in consumption and production and endeavour to decouple economic growth from environmental degradation, in accordance with the 10-year framework of programmes on sustainable consumption and production, with developed countries taking the lead

**8.5** By 2030, achieve full and productive employment and decent work for all women and men, including for young people and persons with disabilities, and equal pay for work of equal value

**8.9** By 2030, devise and implement policies to promote sustainable tourism that creates jobs and promotes local culture and products

## **Goal 9. Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation**

**9.4** By 2030, upgrade infrastructure and retrofit industries to make them sustainable, with increased resource-use efficiency and greater adoption of clean and environmentally sound technologies and industrial processes, with all countries taking action in accordance with their respective capabilities

**9.5** Enhance scientific research, upgrade the technological capabilities of industrial sectors in all countries, in particular developing countries, including, by 2030, encouraging innovation and substantially increasing the number of research and development workers per 1 million people and public and private research and development spending

## **Goal 10. Reduce inequality within and among countries**

**10.2** By 2030, empower and promote the social, economic and political inclusion of all, irrespective of age, sex, disability, race, ethnicity, origin, religion or economic or other status

## **Goal 11. Make cities and human settlements inclusive, safe, resilient and sustainable**

**11.2** By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons

**11.3** By 2030, enhance inclusive and sustainable urbanization and capacity for participatory, integrated and sustainable human settlement planning and management in all countries



**11.6** By 2030, reduce the adverse per capita environmental impact of cities, including by paying special attention to air quality and municipal and other waste management

## **Goal 12. Ensure sustainable consumption and production patterns**

**12.1** Implement the 10-year framework of programmes on sustainable consumption and production, all countries taking action, with developed countries taking the lead, taking into account the development and capabilities of developing countries

**12.2** By 2030, achieve the sustainable management and efficient use of natural resources

**12.7** Promote public procurement practices that are sustainable, in accordance with national policies and priorities

**12.8** By 2030, ensure that people everywhere have the relevant information and awareness for sustainable development and lifestyles in harmony with nature

**12.b** Develop and implement tools to monitor sustainable development impacts for sustainable tourism that creates jobs and promotes local culture and products

## **Goal 13. Take urgent action to combat climate change and its impacts\***

**13.2** Integrate climate change measures into national policies, strategies and planning

**13.3** Improve education, awareness-raising and human and institutional capacity on climate change mitigation, adaptation, impact reduction and early warning

**13.a** Implement the commitment undertaken by developed-country parties to the United Nations Framework Convention on Climate Change to a goal of mobilizing jointly \$100 billion annually by 2020 from all sources to address the needs of developing countries in the context of meaningful mitigation actions and transparency on implementation and fully operationalize the Green Climate Fund through its capitalization as soon as possible

\* Acknowledging that the United Nations Framework Convention on Climate Change is the primary international, intergovernmental forum for negotiating the global response to climate change.

## **Goal 15. Protect, restore and promote sustainable use of terrestrial ecosystems, sustainably manage forests, combat desertification, and halt and reverse land degradation and halt biodiversity loss**

**15.5** Take urgent and significant action to reduce the degradation of natural habitats, halt the loss of biodiversity and, by 2020, protect and prevent the extinction of threatened species

**15.9** By 2020, integrate ecosystem and biodiversity values into national and local planning, development processes, poverty reduction strategies and accounts

## **Goal 17. Strengthen the means of implementation and revitalize the global partnership for sustainable development**

### **Finance**

**17.3** Mobilize additional financial resources for developing countries from multiple sources

### **Technology**

**17.7** Promote the development, transfer, dissemination and diffusion of environmentally sound technologies to developing countries on favourable terms, including on concessional and preferential terms, as mutually agreed

**17.8** Fully operationalize the technology bank and science, technology and innovation capacity-building mechanism for least developed countries by 2017 and enhance the use of enabling technology, in particular information and communications technology

### **Capacity-building**

**17.9** Enhance international support for implementing effective and targeted capacity-building in developing countries to support national plans to implement all the Sustainable Development Goals, including through North-South, South-South and triangular cooperation

### **Multi-stakeholder partnerships**

**17.16** Enhance the global partnership for sustainable development, complemented by multi-stakeholder partnerships that mobilize and share knowledge, expertise, technology and financial resources, to support the achievement of the Sustainable Development Goals in all countries, in particular developing countries

**17.17** Encourage and promote effective public, public-private and civil society partnerships, building on the experience and resourcing strategies of partnerships



The WHO Regional  
Office for Europe

The World Health Organization (WHO) is a specialized agency of the United Nations created in 1948 with the primary responsibility for international health matters and public health. The WHO Regional Office for Europe is one of six regional offices throughout the world, each with its own programme geared to the particular health conditions of the countries it serves.

#### Member States

Albania  
Andorra  
Armenia  
Austria  
Azerbaijan  
Belarus  
Belgium  
Bosnia and Herzegovina  
Bulgaria  
Croatia  
Cyprus  
Czechia  
Denmark  
Estonia  
Finland  
France  
Georgia  
Germany  
Greece  
Hungary  
Iceland  
Ireland  
Israel  
Italy  
Kazakhstan  
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**World Health Organization Regional Office for Europe**  
UN City, Marmorvej 51, DK-2100 Copenhagen Ø, Denmark  
Tel.: +45 45 33 70 00 Fax: +45 45 33 70 01  
E-mail: [eurocontact@who.int](mailto:eurocontact@who.int)