17-18 May 2021, Vienna - Online

THE PEP Partnership on Eco-Driving

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











Eco-Driving within the Vienna Declaration

- ➤ Ministers recognize the importance of Eco-Driving
- > Request to extend to e-vehicles, non-road mobile machinery and other transport forms
 - 24. Endorse the practical results and recommendations achieved in the Partnership on Eco-driving, as set out in annex IV to the present Declaration, including THE PEP Guidelines for Eco-driving, the studies on green and healthy jobs in transport, the TRANSDANUBE Partnership for sustainable mobility in the Danube region, as well as the conclusions of the Handbook on Sustainable Urban Mobility and Spatial Planning as set out in annex V to the present Declaration, and decide to further develop these partnerships by:
 - (a) Requesting the Partnership on Eco-driving to explore the extension of eco-driving to electric vehicles and other forms of transport and non-road mobile machinery;







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

17-18 May 2021, Vienna - Online

Recommendations for policy makers adopted



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

1. Ear diving facilitates the ablevement of important objectives, improved trills either, reduced diving stress and greater comfort for driver, smoother traffic flow and less congention, lower facilitations of the consumption and operating costs and lower action disolated consumption and operating costs and lower action disolated entire distances of the control of the control

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

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

ay notioning the termination of notional processing statement of national co-driving operate and institutions relevant for eco-driving should be set up in member States. Using such pletforms, national eco-driving standards, handbooks and certification schemes for eco-driving trainers and eco-driving initiatives should be established;

b) Dring twiens should be quiltied within the foremework of The PF Partnership on Excellenting to create capacity for exciting as exa-driving master trainers and exo-driving trainers, serving as a knowledge base for driving shift and other geducation, as well as innovative which technology. To share and generate knowledge place the expension, facilitated by exo-driving aparts are the expension of the expension

c) Followingthe train-the-trainer approach, the platform of eco-driving seperts and acco-driving master trainers should establish courses to train a sufficient number of acco-driving trainers on standards and the contents of eco-driving courses. Such seminars should include theory and practice, an examination and, if appropriate, certification of eco-driving trainers;

pskill driving schools to eloped. Such eco-driving riving and sustainable d eco-driving personnel emphasizing alternative

e legislative framework for smer drivers. Furthermore, on procedures should be actric vehicles and vehicles

drivers should be delivered driving trainers and must use of monitoring devices ption. Eco-driving training low a twofold approach: secretal, as well as for pro-The effect of the training ed, in particular regarding as and maintenance costs, mest econditions. g) The roll-out of eco-driving initiatives should also be supported by awareness-raising campaigns and by the integration of eco-driving into the professional driver qualification for truck and bus drivers. It could also be addressed specifically to experienced drivers not having seesived eco-driving instruction since obtaining their driving liceacy.

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

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

j) Eco-driving should be incorporated to national and international funding schemes in order to facilitate the establishment of conductivity of programs, the exchange of convolvent, the history of conductivity of the conductivity of section and electronic vollects, the freight and to sector and the extension to further vehicle categories, such as the conductivity of section programs of the conductivity of the conductivi

THE PEP

Transport, Health and Environment Pan-European Programme





Content of the Guidelines

Introduction 4
Reminder – why eco-driving? 5
Reminder – how to eco-drive 5
THE PEP Partnership on eco-driving 6
THE PEP Guidelines for Eco-driving Initiatives 8
1. Ensure longevity of the eco-driving initiative 9
2. Get expertise and experts 10
3. Emphasise all the benefits of eco-driving (and not only saving fuel costs)11
4. Understand the importance of practical trainings 12
5. Plan the roll-out of eco-driving training courses 14
6. Understand the barriers and how to overcome them18
7. Include training programmes for drivers of different vehicles19
8. Eco-driving with electric vehicles 22
9. Integration of eco-driving into driving education for learners / novice drivers24
THE PEP Policy Recommendations for eco-driving 26
Contact the THE PEP Partnership on eco-driving 30









17-18 May 2021, Vienna - Online

THE PEP webinar: Promoting Eco-driving and E-Mobility for drivers and in driving schools

Speakers:

Robin Krutak, Austrian Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology

Reinhard Jellinek, Austrian Energy Agency

Tarek Nazzal, Allegium GmbH, Germany

Kay Schulte, German Road Safety Council

Henning Günter, Rupprecht Consult, Germany

Regula Zehnder Herter, Quality Alliance Eco-Drive

Bob Saynor, The Energy Saving Trust

Stefan Ebner, Austrian Driving Schools Association

Kurt Bartels, German Federal Association of Driver Training Associations

Manuel Picardi, European Driving Schools Association









17-18 May 2021, Vienna - Online

Current activities

- ➤ Dissemination of the guidelines
- > Strong focus on Eco-Driving seminars for (new) users of e-vehicles
- > Exploration of Eco-Driving with construction vehicles
- Upcoming partnership meeting 2022
- ➤ Eco-Driving pilot seminars in Georgia on track for 2022 (funded by GIZ German Corporation for International Cooperation)





