

Draft version for editing

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THE PEP Partnerships

Foreword

Since 2002, when it was created, the Transport, Health and Environment Pan-European Programme (THE PEP) has brought together the key actors to work towards a common purpose: sustainable and healthy transport. Government officials from the transport, health and environment sectors, local authorities, private companies, intergovernmental and non-governmental organizations and other stakeholders have recognized the special role that they must play in making the integration of sectoral policies a reality. Translating international commitments into national and local actions is the main operational task and highest priority of THE PEP. The Environment and Sustainable Transport Divisions of the United Nations Economic Commission for Europe and the World Health Organization's Regional Office for Europe are proud to share the responsibility to service THE PEP.

Over 15 years after its creation, THE PEP is still showing its relevance as a platform to facilitate and support change towards sustainability and to aid member States in their efforts to implement their commitments to sustainable and healthy transport. Especially relevant are their commitments to implement the 2030 Agenda for Sustainable Development and its Sustainable Development Goals, the Paris Agreement on climate change and the New Urban Agenda.

THE PEP has developed, over the years, implementation mechanisms to support the work of member States. One of those mechanisms comprises THE PEP Partnerships. THE PEP Partnerships, numbering six at the time of issuing this publication, provide a means by which member States and other stakeholders can work together in greater depth on specific issues and develop tools, methods and other resources to support policy implementation.

Ten years after their creation, the Partnerships are still attracting the interest of member States and stakeholders by touching upon issues that range from transport and urban planning to sustainable tourism, passing through the creation of green jobs.

This publication takes stock of the work done by the Partnerships, and the results achieved, and provides a clear basis for discussions on their future during the Fifth Meeting of the High-level Meeting on Transport, Health and Environment (Vienna, 22–24 October 2019).

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I Introduction

Background

In 2002, when the Transport, Health and Environment Pan-European Programme (THE PEP) was created, member States in the UNECE/WHO European region recognised the importance of cross-sectoral work to address issues as: air pollution, road safety, noise, climate change, sustainability and the possible role of non-motorized transport in health promotion.

Since then, THE PEP has been a unique policy platform that has encouraged member States of the Pan-European Region to pursue an integrated policy approach to sustainable and healthy transport and mobility.

Through a dynamic network of representatives of member States, academia, civil society and experts, THE PEP has been engaging all three sectors on an equal footing, enabling governments to make progress in improving their understanding of the challenges to health and the environment in relation to transport, and in taking advantage of the opportunities provided by sustainable and healthy transport policies to contribute towards attaining the highest level of health and well-being for all, a better environment and efficient transport.

Member States have identified five THE PEP Priority goals to lead them in promoting environment and health issues in transport policies.

THE PEP Partnerships

To support the achievement of THE PEP Priority Goals, member States identified implementation mechanisms. One of them is the Partnerships.

THE PEP Partnerships focus on specific technical implementation aspects and allow, when relevant, to expand beyond the three involved sectors by additionally highlighting other sectors and stakeholders. An example is the economic benefits of sustainable and healthy transport, reflected in the Partnership on jobs in green and healthy transport.

The present publication

This publication aims at presenting THE PEP Partnerships, their work and achievements in the first 10 years since their creation.

Throughout the description of the Partnerships, the reader will be able to see:

- ✓ the range of topics that THE PEP touches upon;
- ✓ the commitment of member States and stakeholders;
- ✓ the stakeholders that have been involved in the work so far.

The aim of this work is also to gather lessons learned from experience and inspire and motivate future, potential new partners in joining existing Partnerships or creating new ones.

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THE PEP and its Priority Goals

Member States in the UNECE/WHO European Region established the Transport, Health and Environment Pan European Programme (THE PEP) in 2002. It is an intersectoral and intergovernmental policy framework and it aims to promote mobility and transport strategies that integrate environmental and health concerns.

THE PEP involves the transport, health and environment sectors of 56 member States, including intergovernmental organizations and civil society. The aim is supporting integrated approaches and solutions towards sustainable and healthy transport and mobility. UNECE (Environment and Sustainable Transport Divisions) and WHO Regional Office for Europe provide the secretariat for the process.

THE PEP Priority Goals correspond to the priority areas on which THE PEP member States agree to work. They reflect the priorities of member States in transport, health and environment. The first four Priority Goals were established in 2009, at the Third High-level Meeting on Transport, Health and Environment in Amsterdam, the Netherlands.

Member States decided to establish a fifth Priority Goal at the Fourth High-level Meeting on Transport, Health and Environment (Paris, 2014).

THE PEP Priority Goals:

Goal 1. To contribute to sustainable economic development and health-friendly transport by directing investments towards the development of transport infrastructure that promotes safety, environment and health and has the highest job creation potential, including 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;

Goal 2. To manage sustainable mobility and promote a more efficient transport system by promoting mobility management schemes for businesses, schools, leisure activities, communities and cities, raising awareness of mobility choices by improving the coordination between land use and transport planning and promoting the use of information technology;

Goal 3. To reduce emissions of transport-related greenhouse gases, air pollutants and noise by supporting a shift in the vehicle fleet towards zero- or low-emission vehicles and fuels based on renewable energy; promoting a shift towards clean transport modes and fostering electric mobility as well as eco-driving;

Goal 4. To promote policies and actions conducive to healthy and safe modes of transport by designing and modernizing urban areas and human settlements to improve the conditions for safe and physically active mobility, including infrastructure for walking and cycling, and efficient and accessible public transport, particularly focused on vulnerable groups such as children and persons with reduced mobility;

Goal 5. To integrate transport, health and environmental objectives into urban and spatial planning policies by developing capacities and frameworks for integrated urban

and spatial planning in order to reduce the impact of transport on health, the environment and land use, increase energy efficiency and support green and healthy mobility and transport as well as sustainable livelihoods. In doing so, we will strengthen the adaptation of urban environments as well as mobility and transport systems to demographic and environmental change.

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II. THE PEP Partnerships

The origin of the Partnerships

Member States decided to create implementation mechanisms to ease reaching THE PEP Goals.

In 2009, at the Third High-level Meeting in Amsterdam, they created THE PEP Partnerships.

The other implementation mechanisms are:

- ✓ National Action Plans on Transport Health and Environment (NTHEAPs);
- ✓ Relay races workshops;
- ✓ THE PEP Academy.

In addition to that, THE PEP developed or applied the following tools:

- ✓ THE PEP Clearing House;
 - ✓ The Health economic assessment tool (HEAT) for walking and cycling;
 - ✓ For Future Inland Transport Systems (ForFITS) CO2 scenario-building policy tool.
-

The Partnerships were established as an agile and flexible means to support the implementation of THE PEP in WHO/Europe and UNECE member States, by easing communication and cooperation, and by bringing together partners with a shared interest to collaborate on a specific project that helps achieving one or more of THE PEP goals.

As one of the four implementation mechanisms, the Partnerships are a major device to support and promote integrated policymaking through the development of tools, methods and capacity-building materials and training.

More specifically, THE PEP Partnerships have four main purposes:

1. To provide THE PEP with an effective mechanism to support the implementation of its workplan;
2. To provide technical capacity to support member States in implementing THE PEP at national level;
3. To strengthen ownership of THE PEP goals among partners;
4. To provide a more solid and sustainable basis for human and financial resources to implement THE PEP workplan at national and international level.

Depending on the topic and their leaders, the Partnerships may engage in their activities academic institutions, relevant non-government organizations (NGOs) and international and governmental organizations. They also cooperate with international financial and donor organizations that provide funds for programmes and projects.

In addition, the Partnerships encourage:

- ✓ Collaboration between the public and private sectors and their involvement in the implementation of activities in line with THE PEP programme of work; and
- ✓ Cooperation with academic and educational institutions to enhance capacity-building activities and ensure scientific robustness of the partnerships products (e.g. reports, tools, guidance).

The main activities of the Partnerships are:

1. Developing guidance, methods, tools and training packages;
2. Providing technical assistance at the national and subnational levels for (a) developing, implementing and evaluating integrated policy approaches and (b) implementing guidance, methods and tools, in particular in countries of Eastern and South-Eastern Europe, the Caucasus and Central Asia;
3. Fostering capacity-building, training and the exchange of know-how and expertise, with a focus on the needs of ECE countries with economies in transition;
4. Developing supportive material and promoting research and the dissemination of results in areas addressed by THE PEP relay race;
5. Fostering international advocacy and cooperation;
6. Encouraging information sharing and increasing the visibility of THE PEP;
7. Contributing to other areas of work in line with the High-level Meeting Declarations.

Establishment and functioning

THE PEP Partnerships can be established by a decision of THE PEP Steering Committee, after the proposal of one or more member States, or stakeholders.

They operate under the guidance of THE PEP Steering Committee and in coordination with THE PEP secretariat.

Partnerships operate based on terms of reference adopted by the Steering Committee (available in the annex of this publication).

THE PEP partners

Membership in a Partnership is on a voluntary basis and is open to member States, non-governmental organizations that are members of the Steering Committee, relevant intergovernmental organizations and possibly international financial institutions. They are called: “THE PEP Partners”.

The current THE PEP Partnerships are:

- ✓ Partnership on Health Economic Assessment Tools (HEAT);
- ✓ Partnership on Cycling Promotion;
- ✓ Partnership on Eco-Driving;

- ✓ Partnership on Jobs in Green and Healthy Transport;
- ✓ Partnership on the Integration of Transport, Health and Environmental Objectives into Urban and Spatial Planning;
- ✓ Partnership on Environmentally healthy mobility in leisure and tourism (TRANSDANUBE).

Partnership on Health Economic Assessment Tools (HEAT) supports the development of a user-friendly on-line free tools and guidance material for the estimation of health impacts of regular walking or cycling highlighting also their economic dimension. The core principles of the HEAT are: scientific robustness; best available evidence; usability; minimal data input requirements; availability of default values; clarity of prompts/questions and transparency. Coordinating partner: WHO/Europe.

Partnership on Cycling Promotion aims to strengthen and extend the existing network of cycling officers; to develop a pan-European Master Plan for Cycling Promotion; to share good practices; and to develop guidelines and tools. The Master Plan for Cycling Promotion will be launched at the Fifth High-level Meeting on Transport, Health and Environment in Austria in 2019. Coordinating partners: Austria and France.

Partnership on Eco-Driving aims to support the development and implementation of Eco-Driving at national and local level and elaborate guidelines, tools as well as practical trainings to assist Member States. It promotes the dissemination of knowledge and good practices about eco-driving and its implementation, as well as harmonized certification schemes and training materials for trainers and driving schools on eco-driving. The Eco-Driving partnership was launched at the International klimaaktiv mobil Conference in Vienna 2014. Practical eco-driving training workshops already took place. Coordinating partner: Austria.

Partnership on Jobs in Green and Healthy Transport aims to stimulate a debate and shared understanding on jobs in green and healthy transport, analyse the potential for greening “old” jobs and creating “new green” jobs in transport and mobility and assess the qualitative and quantitative impacts on the environment, health, transport and economy. Coordinating partners: Austria, UNEP, UNECE and WHO/Europe.

Partnership on the Integration of Transport, Health and Environmental Objectives into Urban and Spatial Planning aims to facilitate the discussion and research on the issues of integration of transport, health and environmental objectives into urban and spatial planning policies. The activities are closely linked to the THE PEP Academy. Coordinating partners: France and the Russian Federation.

TRANSDANUBE Partnership involves the member States along the Danube, co-financed by the EU and aims to contribute to the development of the Danube region by providing socially fair, economically viable, environmentally friendly and health promoting mobility for visitors and inhabitants of the region Coordinating partner: Austria.

The partnerships are described in greater detail in the following six chapters. Each chapter focuses on one of the Partnerships, following this outline:

- ✓ INTRODUCTION
- ✓ OBJECTIVE AND SCOPE
- ✓ TARGET GROUPS AND PARTNERS
- ✓ ACHIEVEMENTS
- ✓ WAY FORWARD

THE PEP Partnerships and the Priority Goals

Partnership	Year established	Priority Goals				
		1	2	3	4	5
HEAT	2008				X	X
cycling	2014	X	X	X	X	X
Eco-Driving	2012	X	X	X		
Jobs in green and healthy cycling	2011	X				
Goal 5	2015					X
TRANSDANUBE	2013	X	X	X		

III. Partnership on Health Economic Assessment Tools (HEAT)



<http://www.heatwalkingcycling.org/#homepage>

INTRODUCTION

The HEAT Partnership supports the implementation of Priority Goal 4, promoting policies and actions conducive to healthy and safe modes of transport, and it also contributes to Goal 5, for HEAT integrates transport, health and environmental objectives into urban and spatial planning policies. The HEAT is designed to help urban and transport planners, and health practitioners make the case for new investment in active mobility and to quantify the economic value of reduced mortality from active mobility.

The first HEAT tool was launched in 2008 for cycling only. Since then, the tool was expanded to support the development of a new module for walking. In 2017, the HEAT has been updated to consider the health effects of road crashes and air pollution and the effects on carbon emissions.

OBJECTIVE and SCOPE

The Partnership aims at providing specific tools and guidance material to:

- ✓ Estimate the health effects of transport activities having an impact on levels of cycling and walking; and
- ✓ Highlight their economic value.

The Partnership focuses its work on walking and cycling.

The main objective of the Partnership is:

- ✓ Developing guidance and practical tools for estimating the economic value of the health impacts of regular walking or cycling;
- ✓ Estimating changes to total mortality from current levels of cycling or walking, such as benefits from cycling or walking to a specific workplace, across a city or in a country;

- ✓ Providing input into more comprehensive cost–benefit analyses, or prospective health impact assessments.

HEAT can be used to estimate the mortality benefits from achieving national targets to increase cycling or walking, or to illustrate potential cost consequences of a decline in current levels of cycling or walking. It can be used as a stand-alone tool or to provide input into more comprehensive economic appraisal exercises or prospective health impact assessment.

HEAT is an online tool, developed to assess the economic value of reduced mortality thanks to cycling and walking.

It calculates the answer to the following question: if x people cycle or walk y distance on most days, what is the economic value of mortality rate improvements?

HEAT is evidence-based, applicable to past and present situations, and policy-oriented. It supports transport investment decisions providing for a comprehensive cost-benefit analysis and complementing already existing tools for economic evaluation. Since October 2017 HEAT can also take into account the health effects from road crashes and air pollution, and effects on carbon emissions.

HEAT models the impact of different levels of cycling or walking, and attaches an economic value to the estimated levels when the new infrastructure or intervention is in place. This economic evaluation can be used as an input parameter to economic assessments, such as cost-benefit analyses, thereby helping to make the case for investments into active transport.

PARTNERS AND TARGET GROUPS

The HEAT Partnership targets its tools for:

- ✓ policy makers in transport, health and environment;
- ✓ transport planners, traffic engineers at national and local levels special interest groups working on transport, walking, cycling or the environment; and
- ✓ health economists, physical activity experts and health promotion experts.

The main partners are:

- ✓ World Health Organization Regional Office for Europe (coordinator);
- ✓ Austrian Ministry of Sustainability and Tourism;
- ✓ French Ministry for Solidarity and Health;
- ✓ Swiss Federal Office of Public Health;
- ✓ European Commission;
- ✓ German Federal Ministry for the Environment, Nature Conservation, Building and Nuclear Safety;
- ✓ Swedish Expertise Fund;
- ✓ Physical Activity Through Sustainable Transport Approaches (PASTA) project;
- ✓ Consortium from the United Kingdom under the leadership of Natural England.

ACHIEVEMENTS

Main outcomes

The first module of HEAT was only tackling cycling and, only in 2011 the project website was visited about 700.000 times by 41.000 visitors.

Spain, Finland, Belgium, Malta, Austria, Estonia, France, Italy, the Netherlands, Latvia, Portugal are among the countries having used HEAT since its development.

Thanks to a project funded by the European Commission, the Physical activity through sustainable transport approaches (PASTA), the Partnership developed new modules in 2017.

Now HEAT allows having a more comprehensive impact assessment of the benefits of interventions promoting walking and cycling. The new modules take into account:

- ✓ Effects of air pollution;
- ✓ Effects of greenhouse gases;
- ✓ Injuries deriving from road crashes.

Now HEAT¹ is able to:

- ✓ assess current (or past) levels of cycling or walking - showing the value of cycling or walking in a city or country;
- ✓ assess changes over time - comparing before-and-after situations; or scenario “A” versus scenario “B” (such as with or without measures taken); and
- ✓ evaluate new or existing projects, including calculating benefit–cost ratios.

The Partnership also developed a methodology booklet to guide to its use.

Success stories of using HEAT

In **Austria** HEAT is regularly used to assess the current benefits from cycling by the Ministries for Agriculture, Forestry, Environment and Water Management.

In **Brussels** HEAT compared scenarios from 1999, 2012 and 2020, showing an indirect gain of €100 million from 1999 to 2012 and foreseeing a future gain of €500 million in 2020 with a 20% increase in cycling.

In Pärnu, **Estonia**, HEAT assessment revealed benefits from investing in a new 4 km bike path, namely 0.17 lives saved per year and monetized benefits up to €112.000 per year over a six years period.

In the **Finnish** town of Kuopio HEAT allowed to enhance commuter cycling in winter.

In the **French** metropolitan area of Nantes HEAT calculated the benefits of cycling up to 12% by 2030 (€2.68 billion over ten years).

¹ www.heatwalkingcycling.org

Furthermore, HEAT was used in Modena and Palermo (**Italy**), Trikala (**Greece**), Tukums (**Latvia**), Viana do Castelo (**Portugal**), Brasov (**Romania**), Barcelona and Toledo (**Spain**), Skopje (FYROM), Oxford, London, Manchester, Glasgow, Brighton and Wales Coast (**UK**), and Boston (**US**).

WAY FORWARD

The Partnership will continue improving the HEAT, by:

- ✓ keeping it abreast of new scientific developments;
- ✓ improving its relevance and user-friendliness;
- ✓ developing new modules to include diverse outcome measures (for example. morbidity in addition to mortality and other measures as deemed useful by the target audience(s));
- ✓ Promoting the use and uptake of the HEAT, including through the organization of webinars held in the context of THE PEP Academy and in collaboration with THE PEP partners.

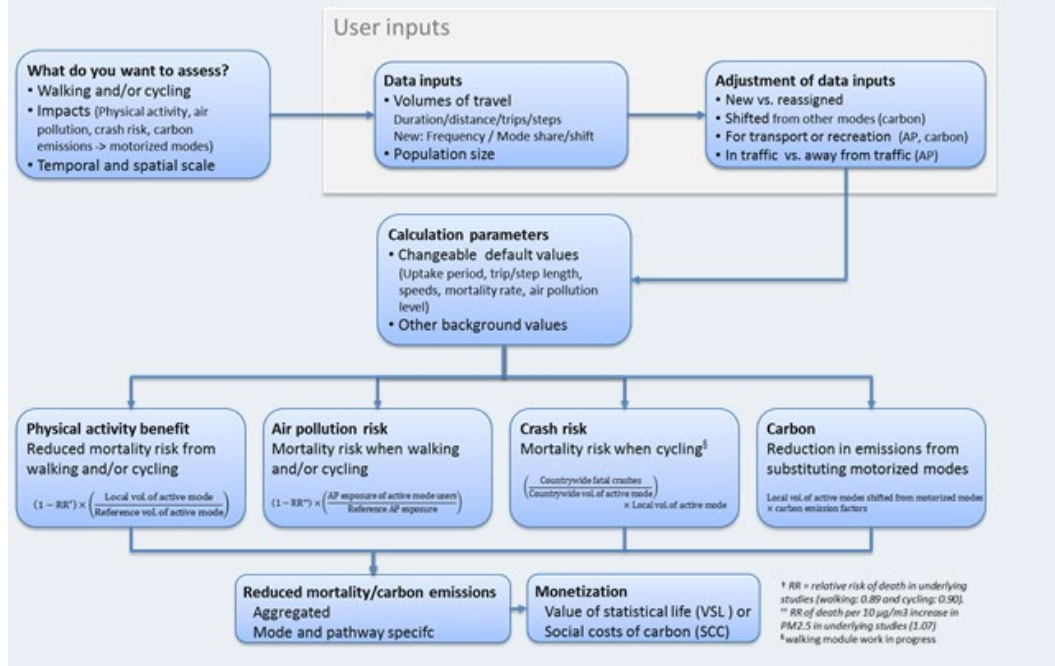
The new version of HEAT has been launched. The main features and changes include:

- ✓ combined assessments of walking and cycling;
 - ✓ calculation of impacts of exposure to air pollution, crash risk and carbon emissions, in addition the benefits from physical activity;
 - ✓ updated Values of Statistical Life (VSL) with averages and country-specific values (based on a methodology developed by the OECD);
 - ✓ a new HEAT methodology booklet;
 - ✓ an updated section with HEAT examples;
 - ✓ a revised workflow;
 - ✓ a new user interface HEAT is an online tool, developed to assess the economic value of reduced mortality thanks to cycling and walking.
-

How does it work?

HEAT applies the key steps as shown in the figure below.

Figure: Basic function of the HEAT for walking and cycling



IV. Partnership on Cycling



INTRODUCTION

The Partnership on cycling was launched in 2014, at the Fourth High-level Meeting in response to a call from member States to promote cycling and to develop a pan-European master plan for cycling promotion (Paris Declaration, Para IV.10.). The partnership directly supports Priority Goal 4 promoting policies and actions conducive to healthy and safe modes of transport. At the same time, with its objectives and recommendations the master plan supports all 5 Priority Goals of THE PEP.

In the UNECE/WHO European Region several member States have developed national cycling policies or strategies to coordinate and support actions on cycling promotion at the national, regional and local level. In some countries, however, an overall policy and strategic framework for cycling promotion is still lacking, and this may result in isolated and uneven efforts at the sub-national level.

Member States realised that to unlock the full potential of cycling as sustainable, healthy and resilient transport mode, there is a need to provide coordinated support to activities promoting cycling at the international and national levels; to position cycling more prominently on the political agenda; and to mobilize resources for cycling promotion on the pan-European level.

OBJECTIVE and SCOPE

The main objective of the Partnership is to develop a pan-European master plan for cycling promotion. as a tool to assist in the development of cycling promotion policies at the national level.

More specifically, the Partnership aims at bringing together interested national cycling officers/national cycling representatives of Member States to:

- ✓ conduct needs assessments (infrastructure, information, financing, safety) in order to identify the key areas of action at pan-European level;
- ✓ develop a pan-European master plan for cycling promotion;
- ✓ facilitate cycling promotion policies at national level by developing guidance and tools based on existing knowledge;
- ✓ share good practices, build capacity and develop training and twinning projects; and
- ✓ establish a network of national cycling officers (and/or national cycling representatives nominated by Member States) to facilitate the implementation of the proposed activities.

The draft master plan aims to support joint action for integrating cycling into national and pan-European policies and for having access to existing funding schemes of international financial institutions.

PARTNERS AND TARGET GROUPS

THE PEP Partnership is addressing the following target groups:

- ✓ Member States (Ministries of health, environment, transport, finances, education and infrastructure);
- ✓ National cycling officers;
- ✓ Special interest groups working on transport, walking, cycling or the environment;
- ✓ Public health professionals, touristic agencies;
- ✓ Physical activity experts and health promotion experts;
- ✓ Public transport users and operators;
- ✓ Urban planners at national and local levels;
- ✓ National, regional and cities' authorities.

The main partners are:

- ✓ Austrian Ministry of Agriculture, Forestry, Environment and Water Management (co-coordinator);
- ✓ French Ministry for an Ecological and Inclusive Transition (co-coordinator);
- ✓ WHO/Europe;
- ✓ UNECE;
- ✓ European Cyclists Federation (ECF);
- ✓ International financing institutions (World bank, EIB, etc.);
- ✓ European Commission (relevant DGs);
- ✓ European Bicycle Manufacturers Association;
- ✓ Other relevant international organisations (Polis, EPOMM, etc.).

As of December 2018, a total of 25 Member States and the European Cyclists' Federation actively participated in the Partnership.

ACHIEVEMENTS

The main achievements of the Partnership were:

- involving more than 24 countries in drafting the pan-European master plan for cycling promotion;
- increasing awareness of the importance of cycling for the economy, health, transport and environment and of the benefits depending on the existing level of cycling promotion in the country; and
- drafting the master plan.

The first meetings of the partnership identified the most relevant topics to be covered in the draft master plan. Topic leaders prepared concrete recommendations for the different target groups.

The draft master plan aims at establishing cycling as an equal mode of transport, at doubling cycling across the UNECE Europe region and increasing safety of cyclists by halving the number of fatalities (and serious injuries) by 2030.

Content of the draft master plan

- I. Vision and objectives
- II. Cycling in the pan-European region
- III. Benefits of cycling
- IV. Recommendations
- V. Paving the way to the future.

WAY FORWARD

The way to Vienna will be paved by negotiations among THE PEP member States partners on the draft master plan.

The aim of the Partnership is to have the draft master plan adopted by the High-level Meeting in Vienna in 2019.

After Vienna 2019 the Partnership plans to:

- ✓ Collect data concerning on cycling modal shares using 2020 as baseline;
- ✓ Work on an implementation strategy and on a programme of work;
- ✓ Prepare or support the preparation of proposals to mobilize resources;
- ✓ Support establishing a network of national cycling officers;
- ✓ Run needs assessment at international level and, as needed, at national levels;
- ✓ Develop guidance documents and extend the scope of activities of the partnership to the whole range of active mobility (including walking); and
- ✓ Develop a concept to build capacity for cycling.

V. Partnership on Eco-Driving



INTRODUCTION

Eco-driving - the fuel-saving style of driving - has great potential to improve the impact of transport over health and the environment.

Eco-driving:

- ✓ Saves energy and reduces greenhouse gas emissions;
- ✓ Reduces health risks from hazardous air pollutants;
- ✓ Enhances traffic safety by a forward looking, relaxed driving style.

The partnership contributes to the Priority Goals 1, 2 and 3.

THE PEP Steering Committee established the Partnership on EcoDriving in 2012. The Partnership was formally launched at a meeting held in Vienna on 25 February 2014.

OBJECTIVE and SCOPE

THE PEP Partnership on eco-driving aims at supporting eco-driving at the national and local level through guidelines and tools. More specifically it aims at:

- ✓ Disseminating best practices on eco-driving – including examples of eco-driving for trucks, buses and agricultural tractors;
- ✓ Exchanging experiences among partners interested in promoting eco-driving for professional and non-professional drivers;
- ✓ Providing opportunities for testing eco-driving approaches, notably within the context of THE PEP relay-race, other international and national conferences and events;
- ✓ Promoting technical twinning programs between interested partners;
- ✓ Developing criteria for certification schemes and training materials for trainers and driving schools; and

- ✓ Developing approaches to assess the effectiveness of eco-driving and the successful continuation of eco-driving behaviour over time.

EcoDrive in Switzerland

Established in 1999, Quality Alliance Eco-Drive was launched by “SwissEnergy”, a program of the Federal Office for Energy SFOE, to promote and ensure wide-spread implementation of the EcoDrive technique. The alliance is supported by a broad coalition of course providers, transport associations, private organizations and government agencies and was in the beginning working toward the development of training standards. The goal today is to make EcoDrive the driving style of choice for all road users, no matter whether as an individual or as a professional novice- or experienced driver.

Recent key activities:

- ✓ Creation of the portal www.ecodrive.ch as the pivot for all information about EcoDrive for different target audiences;
- ✓ Diffusion of printed and electronic information documents;
- ✓ Organization of education and training for instructors, car and truck drivers;
- ✓ Organization of simulated training sessions for car drivers;
- ✓ Creation of off- and on-line campaign on hints for EcoDrive;
- ✓ Creation of an award winning casual game EcoDriver (www.ecodriver.ch) (more than 1 million downloads worldwide);
- ✓ Co-operations with the AEC (www.autoenergiecheck.ch), a project of the car-dealer association to optimize the fuel-efficiency of existing cars. This initiative also aimed to motivate fleet managers in Switzerland to initiate energy-efficient projects.

PARTNERS AND TARGET GROUPS

THE Partnership addresses the following target groups:

- ✓ Representatives for energy efficiency in transport from member States;
- ✓ European fleet operators;
- ✓ International financing institutions;
- ✓ European Commission;
- ✓ Other relevant international organisations.

The initial partners include:

- ✓ Austrian Ministry of Sustainability and Tourism (coordinator);
- ✓ Russian Federation Ministry of Transport and Scientific and Research Institute of Motor Transport (NIIAT);
- ✓ Swiss Federal Office for Transport.

ACHIEVEMENTS

Results from eco-driving projects all over Europe prove that drivers trained to eco-driving can easily reach fuel reductions of 5-10% for trucks and buses. When it comes to cars, savings can reach up to 20%.

Thus, eco-driving training courses are a very cost-effective measure with a number of positive effects:

- ✓ Saving resources and contributing to climate protection: eco-driving can contribute to a substantial reduction in fuel consumption, thus reduce exhaust gases and greenhouse gas emissions;
- ✓ Reducing health risks: fewer emissions of harmful substances through eco-driving;
- ✓ Enhance traffic safety: eco-driving reduces the risk of accidents.

The Partnership achieved the following since 2014:

- ✓ Created an EcoDriving Task Force with representatives of the THE PEP member States, (2014);
- ✓ Developed national/regional eco-driving programs, including twinning programs - eco-driving pilot training workshops (started in 2014);
- ✓ Organized an International THE PEP EcoDriving Workshop (2016) – part of the outcomes were the agreement on a certification scheme for trainers and starting the preparation of guidelines on eco-driving;
- ✓ Organized an eco-driving practice day for electric vehicles at the Klimaaktiv mobil Conference on 15 July 2016 in Vienna, Austria;
- ✓ Started an Austria-Swiss cooperation on eco-driving.

In addition, the experience of the Partnership showed that the work under the Partnership:

- ✓ Contributes to achieving the objectives of the Paris Agreement on climate change;
- ✓ Contributes to implementing the European Union Directive 2012/27 on energy efficiency;
- ✓ Works also with hybrid and electric vehicles – as range extender for electric vehicles.

The Partnership also identified emerging issues:

- ✓ Policy-makers need to understand that eco-driving is also useful for:
 - ✚ electric vehicles in driving schools;
 - ✚ autonomous driving cars; and
 - ✚ mobile machinery.
- ✓ Specific applications for mobile phones for drivers could be useful to promote eco-driving practices.

The Partnership identified the following lessons learned from the pilot training sessions in Almaty and Kaliningrad:

- ✓ The training sessions and the tools are created in such a way that the Partnership can replicate them in any other member country;
- ✓ Driving in and out the bus stop needs special training as there is big potential for fuel saving;
- ✓ Fuel consumption monitoring devices are of crucial importance for the success of eco-driving as they provide the necessary real-time feedback information to the driver allowing to adapt the driving style;
- ✓ Drivers need to know technical specifications of their vehicle to efficiently use all functions available;
- ✓ New developments regarding fuel saving technologies, in particular new truck designs raised serious interest in participants.

WAY FORWARD

The Partnership took stock of the lessons learned and developed recommendations. In particular, recommendations state that the Partnership should:

- ✓ Contribute spreading knowledge and practical know-how on eco-driving. One step towards this could be establishing an expert team or task force;
- ✓ Develop a strategy to promote EcoDriving rules, principles and technical background in member States;
- ✓ Compile criteria to certify that trainers in driving schools are qualified for teaching eco-driving;
- ✓ Transfer know-how and exchange experience among other institutions and countries:
 - ✚ Record the results of each eco-driving training for further analyses and as reference point;
 - ✚ Carry out training sessions under real driving conditions and develop easy to use notes on eco-driving like flyers and handouts;
 - ✚ Recall that monitoring eco-driving requires the efficient use of fuel consumption devices. A manual for the drivers explaining the devices in the cockpit should be prepared and made available.

The recommendations will be the basis of future work under the Partnership. In addition, the Partnership will:

- ✓ Review the existing guidelines for developing eco-driving programs by 2019;
- ✓ Develop guidelines for national eco-driving programs by 2019;
- ✓ Held a workshop for eco-driving experts in 2018;
- ✓ Promote integrating eco-driving into national regulations, e.g. for driver training and education by 2019;
- ✓ Elaborate THE PEP Guidelines for eco-driving” (by 2019), including:
 - ✚ eco-driving training programs for driving schools;
 - ✚ eco-driving trainings for companies and private drivers;
- ✓ Organize additional pilot training sessions.

The Austrian klimaaktiv mobil eco-driving initiative

In 2004, the Mobility Department of the then Austrian Federal Ministry of Agriculture, Forestry, Environment and Water Management in cooperation with the Austrian Energy Agency and the Federal Branch Association of Driving Schools started the EcoDriving program in Austria. The program is part of the “klimaaktiv mobil” aiming to reduce greenhouse gas emissions in the transport sector.

Some facts and figures:

Since the beginning of the programme, 8,400 klimaaktiv mobil projects have reduced 640,000 tons CO₂ per year.

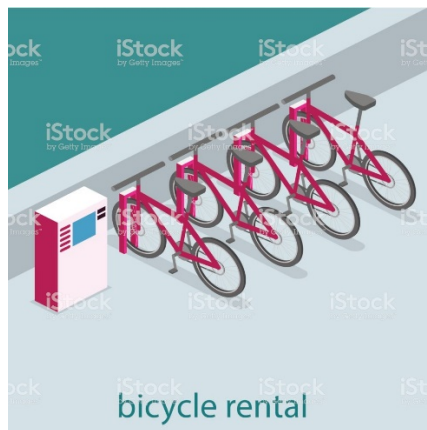
Among the best practices: eco-driving at the Austrian National Postbus-Lines.

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

The pilot training confirmed:

- ✓ fuel savings of 6.5% annually, equal to a reduction of diesel fuel consumption of 2 million litres;
 - ✓ cost savings of 3 million Euro; and
 - ✓ CO₂ emission reduction of 5,000 tonnes.
-

VI. Partnership on Jobs in Green and Healthy Transport



INTRODUCTION

Policies to support public transport, cycling and walking have benefits for health, the environment and the economy.

An additional interesting aspect of these policies is their potential for creating jobs in public transport, cycling and walking, but also in areas that could make transport greener, safer, healthier and more efficient. These include a wide range of jobs in the design, production and servicing of energy-efficient vehicles and in mobility management. Jobs in green and healthy transport could make a potentially important contribution to the green economy because of their environmental, social and economic benefits. This contribution would be of even greater importance in urban areas, where modes such as public transport, cycling and walking have the greatest potential.

THE PEP Steering Committee established the Partnership on jobs in green and healthy transport in 2011, as a follow-up to THE PEP High-level Meeting in Amsterdam in 2009 and its Priority Goal 1 on sustainable economic development of transport and as THE PEP 2010 Symposium on green and healthy-friendly investments and jobs in transport.

The Partnership has already developed two studies:

- ✓ A first study: “Unlocking new opportunities: jobs in green and healthy transport”²;

² <https://thepep.unece.org/node/92>

- ✓ A second study: “Riding towards green economy: Cycling and green jobs”³.

The Partnership has started a third phase to develop a third study.

Definition of green jobs

The definition of a job in green and healthy transport developed by the Partnership is in two parts.

First, these jobs form part of a wider solution to climate change. They help to reduce emissions and improve energy efficiency (hence green).

Secondly, these jobs contribute to promote and use safer, cleaner, more active modes of transport. As such, they can contribute to reduce health risks (hence healthy).

For a job to be included in this definition, it must fulfil both criteria. In addition, jobs in green and healthy transport should contribute to one or more of the following objectives:

- ✓ **reduce air and noise pollution and greenhouse gas emissions;**
- ✓ **reduce energy consumption;**
- ✓ **increase the safety of walking and cycling;**
- ✓ **improve transport efficiency;**

A job in green and healthy transport may be direct, indirect or induced. A direct job is one in the construction and maintenance of infrastructure (e.g. pavements, bicycle lanes and bus stops), the manufacture of vehicles (e.g. public buses, rail rolling stock and bicycles) or the operation of associated services.

An indirect job is one in the supply chain of the relevant construction, manufacturing or maintenance industry (e.g. production of spare bicycle parts or materials for bicycle lane construction) or one in professional and administrative services for managing the operation of green and healthy transport systems.

Induced jobs are those created when the overall level of spending in the economy rises as a result of increased direct and indirect employment. Additionally, increases in cycle tourism will benefit the wider tourist industry by generating jobs to service the needs of cyclists, including in hotels and restaurants.

Another important element in determining whether a job can be considered to be “green” is whether it provides “decent work”. “Decent work” is defined as work for both men and women that is productive and is undertaken “in conditions of freedom, equity, security and human dignity”. Many of the jobs identified by the studies in the Partnership have the potential to provide decent work and can therefore be considered decent jobs in green and healthy transport.

The Partnership’s products are expected to be used by THE PEP Academy in its activities.

OBJECTIVE and SCOPE

³ <https://thepep.unece.org/node/777>

The purpose of this Partnership is to bring together interested member States, experts and policy-makers from the transport, environment and health sectors and develop a set of actions and joint projects aiming at:

- ✓ Stimulating a debate and a shared understanding on what is a green and healthy job in transport;
- ✓ Documenting existing experiences in the region and other parts of the world with new policies and approaches for creating green and healthy jobs in transport, with a particular focus on active mobility;
- ✓ Analysing the potential of greening existing jobs and creating new job profiles in active mobility and assessing the qualitative and quantitative impact of such approaches have on the environment, health, transport and the economy;
- ✓ Sharing good practice and disseminating the experiences, policies and approaches;
- ✓ Developing strategies and actions for stakeholders to promote green jobs in transport.

The Partnership aims to consolidate the evidence from experiences on jobs creation and bring them to the attention of member States, subnational and local authorities.

PARTNERS AND TARGET GROUPS

The Partnership aims at informing member States, experts and policy-makers from the economic, transport, environment and health sectors.

The Partnership benefitted from the participation of the following member States and international organizations:

- ✓ Austrian Ministry of Sustainability and Tourism;
- ✓ French Ministry for an Ecological and Inclusive Transition;
- ✓ Organisation for Economic Co-operation and Development (OECD) ;
- ✓ International Labour Organization (ILO);
- ✓ United Nations Environment Programme (UNEP);
- ✓ European Environment Agency;
- ✓ The New Economics Foundation.

ACHIEVEMENTS

Results from the first phase



The first phase focused on green jobs in public transport, walking and cycling.

The preliminary work that the Partnership carried out at the beginning of the first stage led to:

- ✓ Establish a definition of green jobs in the framework of the Partnership;
- ✓ Note that such jobs include direct, indirect and induced jobs;
- ✓ Acknowledge that there might be job losses resulting from the need for fewer cars or reduced tax take from fuel duties;
- ✓ Note that the net impact on jobs is likely to be positive;
- ✓ Note that investing in green and healthy transport brings also benefits often not quantified (e.g. improvements in health);
- ✓ Note that there is significant potential for improvement, as the results of the study are based on a cycling modal share that is still low in many cities.

The first phase concluded with a publication that highlighted that investing in green and healthy transport could:

- ✓ Create job opportunities at local level;
- ✓ Generate more jobs opportunities than investing in roads;
- ✓ Create 76 600 jobs if member States increased the cycling modal share to the same level as in Copenhagen;
- ✓ Significantly reduce premature deaths each year (up to 10 000 less per year).

9 examples of what are the jobs in green and healthy transport?

<p>Supporting active travel Bicycle retail and maintenance; (high-quality) bicycle production; construction and maintenance of high-quality infrastructure and environments for walking and cycling; provision of clothing, accessories and facilities for walkers and cyclists</p>	<p>Improving public transport and increasing its attractiveness Construction and maintenance of public transport vehicles and infrastructure; operating public transport systems, bicycle-hire schemes, pedicabs, car-sharing schemes; development and maintenance of integrated travel networks; development of “bike and ride” systems</p>	<p>Technological measures to reduce emissions per transport mode Design, development and production of technology for electric and other lower carbon-emitting, energy-efficient vehicles, including cars and buses; servicing and maintaining such vehicles; production of associated renewable energy; jobs associated with “smart” infrastructure</p>
<p>Encouraging behavioural change Installation of lighting, neighbourhood patrols and street maintenance; mobility advisers and behaviour change practitioners; cycle training, public transport route planning, training in more energy-efficient driving techniques and in environmental skills</p>	<p>Mobility management Establishing mobility centres; promoting customer-friendly intermodal mobility systems; promoting innovations in mobility services and transport technology; innovations in the transport chain; awareness-raising, training and education</p>	<p>Freight Production, maintenance and operation of cargo bikes and electrically assisted cycles; logistics and planning to take into account environmental considerations</p>
<p>Reducing car use Implementing “pedestrianization”; parking policies and their enforcement; operation of road pricing and congestion charging schemes; mobility management</p>	<p>Reducing travel demand Information and communication technology industries, local and decentralized businesses</p>	<p>Tourism Provision and maintenance of bicycle hire schemes; route planning for walking, cycling and public transport; local retailers, local providers of accommodation; community regeneration and heritage development and maintenance schemes;</p>

Results from the second phase



Based on one of the findings of the first study, the Partnership wanted to explore more in detail the potential of job creation of increasing cycling.

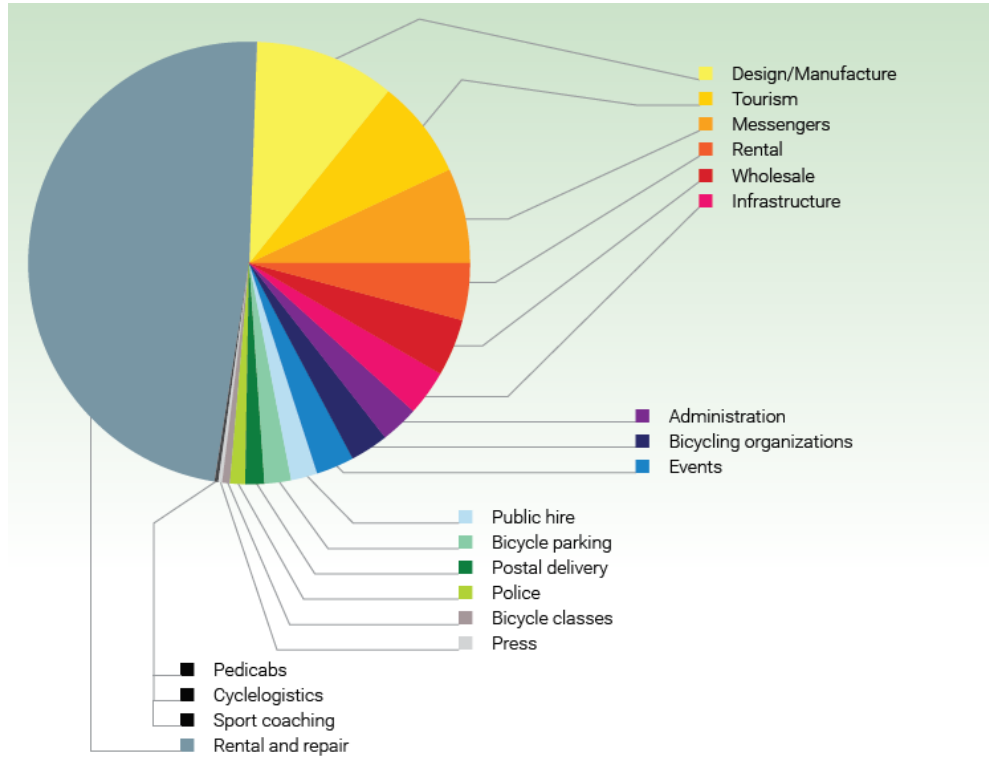
It decided to start a second phase and to:

- ✓ Improve the understanding of the data on the jobs associated with cycling; and
- ✓ directly collecting data from city authorities on the actual number of jobs associated with cycling in the city (more than 50 cities contacted directly).

The main findings of the second phase of the study can be summarised as follows:

- ✓ Up to 435 000 additional jobs might be created if 56 major cities had the same modal share of cycling as Copenhagen;
- ✓ Cycling-related jobs vary, and more cycling creates new types of jobs;
- ✓ Investing in cycling increases the number of cycling-related jobs;
- ✓ Cycling-related jobs are not only in cities – tourism jobs are also very important;
- ✓ The indirect and induced jobs related to cycling can be significant;
- ✓ Public authorities play a major role in creating green jobs related to cycling.

Cycling jobs identified by category in the second study.



WAY FORWARD

Member States members of the Partnership agreed to start a third phase of study on the potential job creation of green and healthy transport.

In particular, they decided to investigate the economic potential for job creation of specific transport policies.

They decided to:

- ✓ Identify scenarios in which member States would adopt sustainable transport policies; and
- ✓ Assess the potential of creating green jobs of such policies.

In particular, the specific aim of this third phase is to provide policymakers with information on the potential impacts on jobs of policies that create a shift to environmentally friendly modes of transport, including public transport, electric vehicles and possibly active mobility.

The Partnership will be working on a modelling to strengthen the argument that investments into healthy and sustainable transport are not only desirable and necessary for environment and health reasons, but also in terms of new job opportunities. The study will be presented at THE PEP High-level Meeting in Vienna in 2019.

VII. Partnership on the Integration of Transport, Health and Environmental Objectives into Urban and Spatial Planning



INTRODUCTION

A majority of the population in the WHO/Europe and UNECE region lives in urban areas. This phenomenon is going to progress in the decades to come.

People living in urban areas are exposed to heavy congestion, vehicles emissions of noise and air pollutants, risk of road traffic injuries and reduced opportunities to be physically active, which have adverse impacts on the quality of urban life, health, the environment, efficiency and ultimately economy. In addition, social exclusion can be increased by unequal access to transportation means to access services, education, health care, jobs and amenities.

Member States, aware of the above, created a new goal in 2014 to reflect the importance of integrating transport policies into urban and spatial planning ones.

As a consequence, France and the Russian Federation took the initiative of starting a new Partnership on Priority Goal 5, which was established in 2015.

OBJECTIVE and SCOPE

The main aim of the Partnership is to:

- ✓ Raise awareness internationally of the importance of combining transport planning with land-use planning;
- ✓ Promote international cooperation to support countries in developing more sustainable transport and health-oriented urban mobility policies.

The Partnership identified several ways to achieve its goals namely:

- ✓ Setting up scientific cooperation between research institutes and scientific centres on integrating policies on transport and urban planning;
- ✓ Organizing training sessions on sustainable transport planning in the framework of THE PEP Academy;
- ✓ Developing recommendations, guidance and exchanges on experiences and best practices for city administrations, urban and transport planners;
- ✓ Organizing international conferences and seminars for representatives of city administrations, transport authorities on issues related to transportation efficiency and safety;
- ✓ Establishing a pool of international experts on transport and land-use planning.

TARGET GROUPS AND PARTNERS

The Partnership benefitted from the participation of the following member States and international organizations:

- ✓ Ministry of Transport and - Scientific and Research Institute of Motor Transport (NIIAT) of the Russian Federation (co-coordinator);
- ✓ Ministry for an Ecological and Inclusive Transition - Directorate General for Infrastructure, Transport and the Sea of France (co-coordinator).

The target groups are:

- ✓ Policy-makers at national level;
- ✓ Policy-makers involved in local transport and urban/spatial planning at regional and local level;
- ✓ Urban planners and transport planners;
- ✓ Researchers and members of the academia, universities and students;
- ✓ Representatives of Non-Governmental Organizations.

ACHIEVEMENTS

A main achievement of the Partnership is the signing of an agreement between the French university of Saint-Quentin-en-Yvelines, the Moscow Automobile and Road Construction Technical University and the Scientific and Research Institute of Motor Transport (the Russian Federation).

The two universities agreed to create a training course on transport and land-use planning and the implementation of Priority Goal 5 “Sustainable Urban Transport”. The Ministry for an Ecological and Inclusive Transition is actively involved in the project, and a master’s programme is in the process of being developed.

The Partnership also organized many events in the Russian Federation on sustainable transport and land-use planning. Three workshops were held under the Partnership in 2017 on different aspects of sustainable transport systems in Russian cities.

The Russian Federation also launched a project “Development of proposals for the changes in national legislation on urban planning and land use aimed at reduction of the greenhouse gases emissions from motor transport”.

WAY FORWARD

In 2018 five conferences are planned in the Russian Federation. The Partnership proposed to the Steering Committee to develop a publication/manual on good practices on sustainable transport and urban planning.

Member States and local authorities have been invited to contribute to the publication/manual by providing good practices. The publication/manual is planned to be ready for the fifth High-level Meeting and to contribute to the implementation of Priority Goal 5.

The manual would then feed in THE PEP Academy and used for future training sessions in THE PEP.

VIII. TRANSDANUBE Partnership



INTRODUCTION

The TRANSDANUBE Partnership was established in 2013, after Austria launched a project, Sustainable Transport and Tourism along the Danube, funded by the European Commission. This first project run from 2012 to 2014 and focused on sustainable tourism along the Danube River. The Danube passes through ten countries on its way to the Black Sea. It is an important link among the regions of South-East Europe.

In consideration of the success of the TRANSDANUBE Partnership, the European Commission supported a second project – the TRANSDANUBE.Pearls – that was officially launched in February 2017 in connection with a THE PEP meeting and is to end in June 2019.

The main objective of the TRANSDANUBE.Pearls is to contribute to the Danube region, by developing climate friendly, low-carbon, low emission, multimodal and efficient transport systems and to create a network of destinations (the “Pearls”) committed to sustainable mobility for tourists and inhabitants along the Danube.

The idea behind the TRANSDANUBE is that weak accessibility of the Danube region and the poor quality of the transport services, are part of the causes hindering economic development and growth. By developing sustainable mobility offers, the Partnership aims to improve accessibility in the whole Danube region and to disseminate the concept of sustainable tourism.



OBJECTIVE and SCOPE

The main objective of the Partnership is to contribute to the sustainable development of a Danube Region. A transport system that is:

- ✓ socially fair;
- ✓ economically viable;
- ✓ promoting healthy mobility and tourism for visitors and inhabitants of the region.

is at the centre of the vision.

One of the additional effects of the Partnership is meant to be an improved connectivity between the countries involved and spread the concept of sustainable mobility and tourism.

The central element of the TRANSDANUBE.Pearls is establishing a network of destinations”) committed to sustainable tourists. The network of the “TRANSDANUBE.Pearls” along the Danube aims at:

- ✓ Offering visitors the possibility to reach the Pearls without private car by better combining existing mobility services;
- ✓ Allowing visitors to travel the Pearls with new and improved sustainable means of transport developed and tested in the project;

- ✓ Providing the visitors with a sustainable option to travel to the next Pearl (or home);
- ✓ Providing user-friendly and easy accessible information on existing sustainable mobility services and tourism offers;
- ✓ Empowering local and regional stakeholders to bring forward the concept of sustainable mobility in tourism beyond the project lifetime.

The partnership also aims at creating a common vision and action plans for sustainable mobility in tourism, and developing pilot and demonstration projects on environmentally sound mobility offers and tourist packages.

The main project outputs will be:

- ✓ A common standard for the network of TRANSDANUBE.Pearls;
- ✓ A network Implementation Strategy;
- ✓ Implementation guidelines;
- ✓ Sustainable Regional Tourism Mobility Plans;
- ✓ New/improved mobility services.

PARTNERS AND TARGET GROUPS

The TRANSDANUBE involves the ministries in the region and links the national authorities with regional and local actors to coordinate and facilitate achieving objectives. Being part of the “Pearls” network will increase the visibility of the participating destinations offering their visitors the possibility to travel along the Danube in a sustainable way.

The Partnership was developed thanks to the financial support of the European Union.

Lead partner: Austrian Ministry of Sustainability and Tourism.

Target groups are:

- ✓ regional authorities and development agencies;
- ✓ transport operators;
- ✓ tourism organization/destination managements;
- ✓ inhabitants and tourists.

The stakeholders and the pearls are:

- ✓ Environment Agency Austria;
- ✓ Danube Office Ulm/Neu-Ulm - Germany;
- ✓ WGD Danube Upper Austria Tourism Ltd. - Austria;
- ✓ Regionalmanagement Burgenland Ltd. - Austria;
- ✓ Bratislava Self-Governing Region - Slovakia;
- ✓ West Pannon Regional and Economic Development Public Nonprofit Ltd - Hungary;
- ✓ City of Vukovar - Croatia;
- ✓ Development agency Sinergija - Slovenia;
- ✓ Regional Administration of Vidin Region - Bulgaria;
- ✓ Club "Sustainable Development of Civil Society" - Bulgaria;
- ✓ National Institute for Research and Development in Tourism - Romania;
- ✓ The South-East Regional Development Agency - Romania;
- ✓ Government of Baranya County - Hungary;
- ✓ Danube Competence Center - Serbia; and

- ✓ Regional Development Agency Eastern Serbia – Serbia.

ACHIEVEMENTS

The first project under the TRANSDANUBE Partnership had the following achievements:

- A report on the status of sustainable mobility in the Danube region (including collection of good practices);
- Regional action plans;
- Creation of soft mobility tourism packages;
- Creation of a digital map, presenting information about existing mobility- and tourism-offers.

The TRANSDANUBE pearls was launched in early March 2017 and wil run until June 2019. At the time of closing the publication:

- The Partnership organized a 21-day travel along the Danube visiting the potential 13 Danube pearls;
- Experts on sustainable mobility and tourism travelled along the Danube only using sustainable means of transport and accompanied by video journalists;
- The experts, on the way down the river, had to visit at least all partner regions that declared their interest to become a future Pearl;
- The feedback of the experts was used to finalize the common standards.

WAY FORWARD

By the end of the project, the Partnership plans to

a) Prepare guidelines that would include how to:

- ✓ Implement regional sustainable tourism mobility plans;
- ✓ Combine cycling and public transport;
- ✓ Develop and implement bike rental schemes;
- ✓ Develop and implement flexible public transport services for the last mile;
- ✓ Develop funding;
- ✓ Develop mobility information centres;
- ✓ Develop transnational tourism mobility offers.

b) Establish a network of destinations committed to sustainable mobility in tourism– the “TRANSDANUBE.Pearls”. Being part of this network will increase the visibility of the participating destinations. The network will also stimulate the cooperation among stakeholders from the mobility and tourism sector.

c) Improve the access to user-friendly information about existing mobility services. While regional mobility centres will act as one-stop-shops for mobility in the regions, international tourism and mobility information platforms will allow tourists to know how to travel the regions along the Danube without using a private car.

Examples of activities under the Partnership

- ✓ Collect good practices for mobility management linked to sustainable accessibility and interconnectivity between cities and regions;
 - ✓ Develop and implement environmentally sound mobility offers and packages - trains and busses; dial a ride busses and taxis; environmentally friendly alternative vehicles; ships and boats. The offers and packages should also focus on health promotion - cycling and hiking;
 - ✓ Strengthen the cooperation between stakeholders by creating a network of regions committed to sustainable mobility for tourists and inhabitants.
-

 **Transdanube Pearls** shared EuroVelo's post. September 11 · 🌐 ⋮

That's really good news. We'd like to hear and see more of it. 🚲 😊



EuroVelo added 2 new photos. September 8 · 🌐 👍 Like Page

Awesome news! 🌊 From the beginning of August this year, a cycling friendly bus line started to operate between Belgrade and Kladovo (Photo Credit: Bane P.). 🚲 😊

IX. Summary

Established in 2009 as one of THE PEP implementation mechanisms, the Partnership proved to be a real asset for THE PEP.

Since then, THE PEP Steering Committee approved six Partnerships. Their scope is diversified. They can:

- ✓ cover a technical area - as eco-driving;
- ✓ have a limited geographical scope – as TRANSDANUBE;
- ✓ be research-oriented – as the Partnership on green jobs in green and healthy transport;
- ✓ support policies’ development – as the Partnership on cycling;
- ✓ focus on tools to support policies and decisions – as HEAT.

Over the years, the Partnership saw more than 30 member States taking the lead or participating in their activities. Several international organizations (ILO, UNEP, OECD and others), alongside the secretariat (UNECE and WHO/Europe) and together with Non-Governmental Organizations (such as ECF and POLIS) are members of the Partnerships and contribute to the development and implementation of their activities.

The flexibility of the Partnership mechanism facilitates the engagement of partners, who have a strong interest and motivation to take practical action on specific aspects of THE PEP implementation.

The Partnerships have facilitated the dialogue between policy-makers, particularly at the level of member States and technical experts. Their pragmatic approach to developing user-friendly and evidence-based tools for integrating environment and health considerations into transport policies is filling a gap.

The focus on public transport, cycling and walking, which have often been marginalized in discussions about transport, allowed THE PEP to explore innovative areas and to be a policy pioneer on many respects. As a result, it revealed the potential of healthy and sustainable transport policies to contribute to economic, health, environmental and social objectives.

The Partnerships have been a way for member States and international organizations to address more technical and more detailed issues under THE PEP.

They:

- ✓ Investigated areas and processes that bring information to policymakers and support their decisions;
- ✓ Developed useful tools for policymakers (for instance HEAT)
- ✓ Explored new frontiers that show how living and moving in a sustainable way does not mean necessarily to reduce travel or tourism (for instance TRANSDANUBE);
- ✓ Monitored how shifting to a sustainable mobility could affect (it turned out positively) the economy (for instance the Partnership on green jobs in green and healthy transport);
- ✓ Showed the positive effects of behaviour changes. For instance, changing the way we drive thanks to the Partnership on EcoDriving, not only we reduce air pollution, but also we save money, while consuming less fuel. Even more, if we “eco-drive” an electric car, we can consume less electricity;

- ✓ Provide information and good practices that can help member States to advance their policies towards the integration of health and environmental issues into transport policies.

The membership of THE PEP Partnerships is open-ended. The aim is to involve as many member States and stakeholders as possible.

In addition to that, the Partnership also allowed THE PEP constituency to achieve important results as:

- ✓ Motivating member States to take the lead on specific topic and establish a Partnership;
- ✓ Motivating member States to join existing Partnership and contribute with their experiences and know-how;
- ✓ Creating platforms in which member States and stakeholders could get together and discuss on specific issues related to their topic. Exchanges went from specific issues - ex. How specific kind of electric bikes are regulated at national level – to more general issues as the impact of different policies at national level;
- ✓ Bringing forward issues for discussion and reaching out to the future.

Representatives from the Partnerships report every year to THE PEP Steering Committee. This is their way to ensure that their main findings and messages are shared with all the other member States that are not participating in their work.

THE PEP Partnership have a flexible structure. As such, they can choose the best way of organizing their work, as long as they respect the terms of reference that the Steering Committee has adopted. The kind of organization varies according to the topic, the needs and the leading stakeholder(s). This provides the needed flexibility that allow freedom of creation and forward-looking view.

The Partnerships do not receive funds from the secretariat and are funded by the participating partners, either directly or through international collaborative projects. As such, they stimulate the ownership of the members and the leaders.

The next step for the Partnership could be an enhanced visibility. They should aim at continuing producing relevant and practical outputs.

Member States might decide to establish new Partnerships to address new and emerging priorities, or to discontinue partnerships that have achieved their objectives.

The main achievements of the Partnerships will be highlighted at the High-level Meeting on Transport, Health and Environment (Vienna 2019).

Annex

Revised terms of reference for THE PEP Partnerships

I. Terms of reference

1. At the Third High-level Meeting on Transport, Health and Environment (Amsterdam, 22–23 January 2009) consensus was reached to develop the Transport, Health and Environment Pan-European Programme (THE PEP) Partnership as one of the mechanisms for achieving the four Priority Goals of THE PEP in the period 2009–2014 (see ECE/AC.21/2009/2–EUR/09/5086385/2, annex I).⁴ At the Fourth High-level Meeting on Transport, Health and Environment (Paris, 14–16 April 2014) THE PEP member States reconfirmed their commitment to implementing the four THE PEP Priority Goals and adopted a fifth Priority Goal in the Paris Declaration (ECE/AC.21/2014/2–EUDCE1408105/1.6/4HLM/2, annex).⁵

2. THE PEP Partnership was established to serve three main objectives:

(a) To provide THE PEP with an effective mechanism to support the implementation of its workplan in aspects related to the development of tools and methods, as well as to provide technical capacity to support member States in the implementation of THE PEP at the national level;

(b) To strengthen ownership among potential partners (including member States, international financial institutions, non-governmental and intergovernmental organizations and relevant academic and technical institutions) which would be closely involved in the work to be carried out under the umbrella of the Partnership;

(c) To provide a more solid and sustainable basis for human and financial resources to be made available for the implementation of THE PEP workplan at the national and international levels, thereby overcoming one of the key weaknesses of THE PEP.⁶

3. The main activities of the Partnerships include:

(a) Developing guidance, methods, tools and training packages for integrated approaches to policymaking in transport, health and environment;

(b) Providing technical assistance at the national and subnational levels for the development, implementation and evaluation of integrated policy approaches and the implementation of guidance, methods and tools, such as guidance on national transport, health and environment action plans, in particular in countries of Eastern and South-Eastern Europe, the Caucasus and Central Asia;

⁴ See the report of the Third High-level Meeting or the Amsterdam Declaration (publication), both available from [http://www.unece.org/index.php?id=2519#/#/](http://www.unece.org/index.php?id=2519#/).

⁵ Available from [http://www.unece.org/index.php?id=31244#/#/](http://www.unece.org/index.php?id=31244#/).

⁶ See also *The Pan-European Programme on Transport, Health and Environment: Assessment and Progress Made* (ECE/AC.21/2), available from <http://www.unece.org/index.php?id=2527>.

(c) Fostering capacity-building, training and the exchange of know-how and expertise, with a focus on the needs of United Nations Economic Commission for Europe (ECE) countries with economies in transition;

(d) Developing supportive material and promoting research and the dissemination of results in areas addressed by THE PEP relay race;

(e) Fostering international advocacy and cooperation;

(f) Encouraging information sharing and increasing the visibility of THE PEP;

(g) Contributing to other areas of work in line with the Paris Declaration.

4. Each Partnership coordinates its activities in close contact with other relevant international governmental and non-governmental organizations represented on the Steering Committee, and cooperates with international financial and donor organizations that provide funds for programmes and projects related to the relevant topics for the implementation of THE PEP activities and the declarations emanating from the high-level meetings of THE PEP.

5. Partnerships encourage cooperation between the public and private sectors and their involvement in implementation of activities in line with its programme of work. They also encourage cooperation with educational institutions for enhancing capacity-building activities in areas relevant to the achievement of sustainable and healthy transport.

II. Operational set-up

A. THE PEP Partners

6. THE PEP Partnerships operate flexibly under the auspices and guidance of THE PEP Steering Committee and in coordination and collaboration with THE PEP secretariat. Membership in a Partnership is established on a voluntary basis and is open to member States, key non-governmental organizations that are members of the Steering Committee, relevant intergovernmental organizations and possibly international financial institutions (“THE PEP Partners”), committed to engaging in the Partnership.

7. THE PEP Partners support the Partnership and are involved in the development and implementation of specific activities or projects, in line with the work programme of THE PEP. Partners also support dissemination activities and resource mobilization efforts.

8. Activities of the Partnerships are coordinated by the secretariat, within the framework of an agreed workplan, and the availability of the necessary resources, unless otherwise specified by the Partnership Description (see below). This allows resources to be concentrated on the development of highly visible products to establish the Partnership as an effective mechanism (a “trademark” for action in the area of transport, environment and health), with the intention of attracting other partners.

9. THE PEP Partners are invited to actively contribute to the coordination and management of the Partnership and its substantive work, either financially, by providing dedicated funds made available to THE PEP secretariat, and/or in kind, through secondments of staff to THE PEP secretariat. In any case, the effective operation of the Partnership will depend on the functioning of a core staff on a sustainable basis, with

sufficient time and resources dedicated to the management of the Partnership, as requested by the Partners from the secretariat, and the development and implementation of the activities and projects of the Partnership.

10. Each Partnership is required to formally report in writing to the Steering Committee on an annual basis on its completed, ongoing and planned activities, as well as any new Partners or changes to the Partnership Description. Interim status updates should be made available to the Bureau at its mid-session meetings.

B. THE PEP Partnership Resource Network

11. THE PEP Partnership Resource Network will be established by the Partners to pool technical expertise from academic and public institutions, centres of excellence and World Health Organization (WHO) Collaborating Centres from areas relevant to THE PEP implementation. The Resource Network will provide technical expertise and could be invited to contribute to the development of training and capacity-building material, as well as to assist in dissemination and implementation of this material and to provide in-country expertise when needed. The Resource Network will ensure the cost-effectiveness of the Partnership, by engaging the best available expertise according to the needs of the project, and will be linked up through THE PEP Toolbox and Clearing House.

C. Procedure for establishing, amending, joining and for closing a THE PEP Partnership

12. THE PEP Partnerships have a clearly defined scope, fill identified gaps in knowledge and practice, are action oriented and targeted at providing member States with high quality products, in the pursuit of THE PEP Priority Goals. They aim to provide value added through the development of tools, methodological approaches and the sharing of good practices. THE PEP Partnerships are open-ended in terms of membership and can benefit from both financial and in-kind contributions.

13. New THE PEP Partnerships can be established by a decision of the Steering Committee. To facilitate such a decision, the interested Partners, in collaboration with the secretariat, prepare a Partnership Description using a form provided by the secretariat to be submitted to the Steering Committee for approval. The form should contain the following elements:

- (a) The objective;
- (b) The scope and purpose;
- (c) A list of initial Partners (at least two);
- (d) Management arrangements (lead partner(s), coordination mechanism and role of the secretariat);
- (e) Target groups;
- (f) An indication of how the proposed Partnership will fit under the existing workplan of THE PEP and contribute to the achievement of one or more of THE PEP Priority Goals;

(g) A specific workplan with deliverables for a two to four-year period and potential contributions to the next high-level meeting;

(h) An indication of how the financial needs of the Partnership will be met;

(i) A proposal for monitoring implementation and reporting to the Steering Committee.

14. Additionally, initial Partners may confirm their participation by submitting to the secretariat a signed letter of intent expressing their interest in joining the respective Partnership and indicating the type and level of their expected contribution.

15. Partners interested in joining an already existing THE PEP Partnership are equally welcome to do so by submitting to THE PEP secretariat a signed letter of intent expressing interest in joining a specific Partnership and indicating the type and level of their expected contribution.

16. The Steering Committee may entrust the Bureau to preliminarily approve possible changes to the Partnership Description, as captured in the form submitted to the Steering Committee for initial establishment of the Partnership (see para. 13 above), in order to not delay the implementation of the Partnership's workplan. The Steering Committee will review and confirm the proposed changes on the occasion of its first session following the change.

17. An existing THE PEP Partnership may be closed by a decision of the Steering Committee.

D. Financing

18. A Partnership should mainly be supported through voluntary contributions by its Partners. Such resources may be made available financially or in kind. THE PEP Partners may provide ad hoc project-specific resources to be used for concrete time-limited projects. THE PEP Partners are also invited to provide regular funding for secretariat functions to ensure adequate servicing of the Partnership. The secretariat, together with the Resource Network, will carry out the core functions, including coordination and implementation of core activities, development of project proposals and resource mobilization for ad hoc activities in line with the mandate and terms of reference of the Partnership. The Resource Network creates no additional financial implications for the United Nations.

E. Use of THE PEP logo in activities developed under the Partnership

19. Since THE PEP logo is an authoritative "seal of quality" for the activities and products developed by THE PEP Partnership, and implies an endorsement and responsibility by ECE and WHO/Europe, its use (also for communication purposes) is subject to written approval by the secretariat.

F. Engagement of non-State actors in THE PEP Partnerships

20. While the engagement of non-State actors (e.g., academic institutions, non-governmental organizations, private sector entities and philanthropic foundations) in the implementation of THE PEP Partnerships is welcomed and encouraged, all precautions

need to be taken to avoid any real or perceived conflict of interest in the design, objectives and outcomes of a Partnership, as well as in its management and governance. This includes aspects such as financing and co-sponsorship of events and publications. For this reason, the involvement of non-State actors should be carefully assessed on a case-by-case basis, and clearance must be sought from the relevant departments within ECE and WHO.

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