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Economic Commission for Europe**World Health Organization
Regional Office for Europe****High-level Meeting on Transport, Health
and Environment****Steering Committee of the Transport, Health
and Environment Pan-European Programme****Eleventh session**

Geneva, 27–28 November 2013

Item 6 of the provisional agenda

**Preparation of the Fourth High-level Meeting
on Transport, Health and the Environment (14–16 April 2014)****Paris Declaration: City in Motion – People First!****Note by the Transport, Health and Environment Pan-European
Programme secretariat***Summary*

This document reflects and consolidates the discussions and decisions on a slogan and on elements for inclusion into the Paris Declaration taken at the nineteenth and twentieth meetings of THE PEP Extended Bureau held on 4–5 April 2013 in Paris and on 11–12 July 2013 in Copenhagen, respectively. The Paris Declaration is planned for adoption by acclamation at the Fourth High-level Meeting on Transport, Health and Environment (4HLM) in Paris (14–16 April 2014).

Similar to the Amsterdam Declaration, adopted by the Third High-level Meeting in Amsterdam (22–23 January 2009), the Paris Declaration will constitute the main outcome document of the Meeting. It will take stock of past achievements of THE PEP since its inception in 2002 and, in particular, since the Third High-level Meeting in 2009 and will provide a renewed vision and mandate for action until the next High-level Meeting tentatively scheduled for 2019.

The Steering Committee may wish to review the elements and the wording of the present draft Declaration and propose modifications, amendments and deletions, as appropriate.

Prior to its adoption at the 4HLM in Paris, the draft Declaration could be further refined, particularly with regard to its work plan (2014–2019), at the following meetings of THE PEP Bureau:

Extended Bureau (twenty-first session):	29 November 2013 (Geneva)
Extended Bureau (twenty-second session):	30–31 January 2014 (Zürich)
Extended Bureau (twenty-third session):	14 April 2014 (Paris) – if required

I. Preamble

1.¹ *We*, the Ministers and representatives of member States of the United Nations Economic Commission for Europe (UNECE) and the World Health Organization (WHO) in the European region, attending the Fourth High-level Meeting on Transport, Health and Environment at Paris on 14–16 April 2014;

2. *Emphasizing* the conclusions and commitments made at the United Nations Conference on Sustainable Development (Rio+20 Conference) in June 2012, in particular:

(a) “... the importance of the efficient movement of people and goods, and access to environmentally sound, safe and affordable transportation as a means to improve social equity, health, resilience of cities, urban-rural linkages and the productivity of rural areas” and

(b) “... the need to promote an integrated approach to policymaking at the national, regional and local levels for transport services and systems to promote sustainable development.”²

3. *Endorsing* the approach of attaining the highest level of health and well-being for all, through action across Government, all relevant sectors and society as adopted by WHO in its European Policy for health and well-being (Health 2020);

4. *Aware* of the persistent challenges that transport [and mobility]³ poses to health and environment, particularly in urban and suburban areas, due to emissions of air pollutants and noise as well as traffic accidents involving vulnerable road users, such as pedestrians and cyclists;

5. *Recognizing* the significant positive health and environmental impact of active mobility, such as walking and cycling, which constitutes zero-emission mobility, alleviates congestion caused by individual car use and [lack of physical activity due to] sedentary lifestyles and contributes to combating obesity and non-communicable diseases (NCDs);

6. *Noting* the growing body of scientific evidence of the expected increase in extreme weather events due to global warming and the need for the transport sector to address issues of climate change adaptation and disaster preparedness, to make cities and communities more resilient, while at the same time striving to reduce emissions of greenhouse gases from the transport sector for climate change mitigation;

¹ The final version of the Declaration will not have paragraph numbering in the preamble.

² “The future we want”, outcome document of the United Nations Conference on Sustainable Development (Rio+20), 20–22 June 2012, paras. 132–133.

³ The Bureau suggested inserting the terms “transport” or “mobility” in several places where not yet reflected.

7. *Stressing* the need for local and municipal authorities to embrace the notion of urban livability, including the trend toward more dense and compact cities with mixed zoning and the importance of creating a vision for the city of the future that encompasses [social,] demographic [and environmental] change, [and supports] green and health-friendly patterns of work and livelihoods;
8. *Recognizing* that changes in demography, as well as in working and studying arrangements requires new approaches [to mobility] to flexibly meet the changing needs for access to services, goods and amenities;
9. *Highlighting* the paramount role played by public transport systems that are clean, efficient, affordable, accessible [with harmonized signs and signals] and safe, in particular for vulnerable populations such as the elderly, children, the poor and people with reduced mobility, [as well as the importance of inter-operability of different public transport modes (buses, rail, metro, ferries) and of their links with walking and cycling infrastructure] for a “seamless” journey [within and] between cities, satisfying the needs for access and mobility for all;⁴
10. *Mindful* of the role played by civil society organizations, including youth, [health and environmental] organizations, and research and professional communities in advocacy and reorientation of citizens’ preferences and behaviours in relation to transport and mobility;
11. *Inspired* by the increasing number of cities in the region that have already successfully reshaped their transport and land use policies to improve the quality of the urban spatial environment, including support for a modal shift away from individual car use, towards cycling and walking in combination with public transport;
12. *Impressed* by opportunities for progress which result from research, innovation and technological developments, such as those that have resulted in electric mobility becoming more affordable and widespread as well as from approaches such as eco-driving;
13. *Understanding* that transport planning cannot be addressed only by developing transport infrastructure, but needs to be closely integrated with land use and spatial planning;
14. *Aware* of the important enabling role which national policies can play in stimulating innovation and action at the subnational and local level;
15. *Acknowledging* the significant differences in progress made towards transport [and mobility]⁵ sustainable for health and the environment in the countries and urban agglomerations of the region;
- [16. *Recognizing* that the question of a Framework Convention on Transport, Health and Environment [to support the integration of transport, health and environment policies towards sustainable environment- and health-friendly urban and suburban mobility and livelihoods]⁶ has not yet been resolved and that further exploratory work [including the start of negotiations on elements of such a convention] should be considered by THE PEP

⁴ The Bureau suggested inserting the term “interoperability” as appropriate in the Declaration.

⁵ The Bureau suggested inserting the terms “transport” or “mobility” in several places where not yet reflected.

⁶ The text in brackets describes the general vision of a possible Framework Convention and includes wording from the Amsterdam Declaration and from new Priority Goal 5.

Steering Committee depending on progress made in the implementation of THE PEP work plan and in the light of newly emerging issues.^{7]}

II. Taking stock

Amsterdam Declaration: Making the link - Transport choices for our health, environment and prosperity

17. *Reaffirm* our commitment to the Transport, Health and Environment pan-European Programme (THE PEP) as a unique tripartite platform and model for intersectoral policy coordination and international cooperation and exchange of good practice assisting Governments and other stakeholders to develop and implement sustainable transport policies with a focus on environment and health effects;

18. *Welcome* the concrete results achieved by THE PEP since 2002, which serves as a good example for the “whole of government approach” advocated by WHO in its European Policy for health and well-being (HEALTH 2020);

19. *Welcome*, in particular, the successful implementation of the Amsterdam Declaration and its work plan 2009–2014 that has led to:

- National Transport Health and Environment Action Plans (NTHEAPs) based on national initiatives and strategies to build up institutional processes towards attainment of the THE PEP priority goals;
- THE PEP relay races passing through the region (Amsterdam, Prague, Skopje, Batumi, Kiev, Moscow, Almaty, Paris), contributing to an increased awareness of policy measures towards sustainable and health-friendly urban transport;
- THE PEP partnerships of interested countries that have contributed to THE PEP eco-driving initiative and have been instrumental in the development of the Health and Economic Assessment Tool (HEAT) quantifying the economic benefits of walking and cycling.

20. *Support* the conclusions of the four (4) THE PEP publications issued today that reflect recent THE PEP activities and contain elements for future work by THE PEP or other competent bodies:

- Manual on National Transport Health and Environment Action (NTHEAPs);
- From Amsterdam to Paris and Beyond: THE PEP policy review and best practices from THE PEP relay race (staffette);
- Signs and Signals for Active Mobility;
- Green and Healthy Jobs in Transport.

21. *Appreciate* the active involvement of policymakers and experts from countries in South-Eastern Europe, Central Asia, the Caucasus and North America in THE PEP activities, particularly in its numerous capacity-building events hosted and supported by these countries as well as for the assistance provided by members of THE PEP Bureau;

22. *Express gratitude* for the generous extrabudgetary and in-kind assistance made available to THE PEP by some UNECE and WHO/Europe member countries and for the

⁷ Alternatively, this paragraph could be inserted into Section V of the Declaration.

secretariat support provided by UNECE (Transport and Environment Divisions) and WHO/Europe;

III. Defining THE PEP Vision

Living in places that provide green and health-friendly transport and prosperous, sustainable livelihoods for all

23. *Agree* to continue our work within the framework of THE PEP at achieving safe, efficient, environment- and health-friendly transport and mobility⁸ in order to reverse unsustainable trends and to contribute to meeting global responsibilities;

24. *Confirm* the present pan-European priority goals of the PEP as set out in the Amsterdam Declaration [adopted at the Third High-level Meeting in 2009]:

Priority Goal 1: to contribute to sustainable economic development and stimulate job creation through investment in environment- and health-friendly transport

by directing investment 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.

Priority 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;

Priority 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.

Priority 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 [the elderly], children, [the poor] and persons with reduced mobility.⁹

⁸ The Bureau suggested inserting the terms “transport” or “mobility” in several places where not yet reflected.

⁹ Proposed text aligns Goal 4 with paragraph 9 of the preamble.

25. *Adopt* the following new priority goal to increase the capacity of transport systems to support greater resilience and preparedness of our communities to demographic, [social,] and environmental changes:

Priority Goal 5: to integrate urban and spatial planning policies with transport, health and environmental objectives

by adapting urban environments [and transport systems] to prepare for demographic, social and environmental change, [including the expected increase in extreme weather events], and by developing urban and spatial planning frameworks that support green and health-friendly urban and suburban mobility and sustainable livelihoods, while recognizing the important links between residential and commercial buildings, zoning and energy efficiency.

IV. Fulfilling THE PEP Vision

Approaches and mechanisms to enable action

26. *Commit* ourselves to fulfilling THE PEP vision and achieving THE PEP priority goals by further strengthening the use of the existing three (3) implementation mechanisms adopted in Amsterdam, as the means through which THE PEP work plan 2014–2019 (see annex)¹⁰ [to be prepared and adopted by THE PEP Steering Committee] will be implemented, namely:

- **National transport, health and environment action plans (NTHEAPs)**

National and subnational implementation mechanisms based on an internationally agreed model to achieve THE PEP priority goals taking account of different socio-economic situations.

- **THE PEP relay race**

Series of national/regional workshops on specific projects to raise awareness and exchange best practices among local authorities and international experts concluding with a compendium of best practices reflecting different socio-economic contexts.

- **THE PEP partnerships**

Bring together interested experts and policy makers to develop specific projects that contribute to fulfil THE PEP Vision.

27. *Undertake* to introduce [two (2)] new implementation mechanisms, as the means to facilitate the uptake of new scientific knowledge into transport, environment and health policy, as well as to strengthen the links and synergy between THE PEP and relevant global and regional processes:

¹⁰ THE PEP work plan could be annexed to the Declaration. In this case, a number of projects [actions] should be identified before the 4HLM for endorsement by Ministers, including lead countries and/or organizations. This approach might ensure the necessary momentum for effective implementation. Alternatively, THE PEP work plan could be a separate document to be prepared and adopted by THE PEP Steering Committee or its (extended) Bureau immediately following the 4HLM on 16 April 2014 at Paris or at future sessions, as appropriate.

- **[THE PEP knowledge network**

THE PEP knowledge network is an inter-disciplinary platform linking science and policy, and supporting the transport, health and environment nexus from a research and academic perspective. It complements and provides input to THE PEP Clearing House and provides a platform for expertise and experts in different areas of urban and suburban mobility;¹¹

- **THE PEP policy outreach**

THE PEP policy outreach tool links THE PEP activities with those of other United Nations activities, such as the Rio+20, Health 2020 and EfE processes as well as relevant activities of other international and regional organizations, incl. international finance organizations, NGOs and civil society; [It may also reach out to other regions interested in THE PEP activities.]

28. *Undertake* to provide national support to sub-national and local action through the development of enabling policy frameworks, as well as the development of new and stronger partnerships with city networks, civil society organizations, youth organizations and the research community.

V. THE PEP institutional framework

Keeping THE PEP on track

29. *Confirm* the terms of reference of THE PEP Steering Committee, adopted at the Second High-level Meeting on 5 July 2002¹² and the rules of procedure for THE PEP Steering Committee and its Bureau, adopted by the Committee at its first session on 11 April 2003;¹³

30. *Agree* to monitor, through the Steering Committee at its annual sessions, progress in the implementation of THE PEP work plan (2014–2019);

31. *Request* the UNECE and the WHO Regional Office for Europe to continue to provide secretariat services to THE PEP and commit ourselves to continue supporting them in this endeavour;

[32. *Recognize* that the question of a Framework Convention on Transport, Health and Environment to support the integration of transport, health and environment policies towards sustainable environment- and health-friendly urban and suburban mobility and livelihoods¹⁴ has not yet been resolved and that further exploratory work including the start of negotiations on elements of such a convention should be considered by THE PEP

¹¹ THE PEP Clearing House is a web-based portal for user-friendly access to policy, legal and scientific information as well as good practices, in English, French and Russian, on transport, health and environment with focus on the specific needs of countries in Eastern and South-Eastern Europe, the Caucasus and Central Asia.

¹² ECE/AC.21/202/6–EUR/02/5040828/6, paras. 7 (b) and 15 (b) and ECE/AC.21/2002/5–EUR/02/5040828/5, annex 3.

¹³ ECE/AC.21/2003/6–EUR/03/5040828/6, annex 1.

¹⁴ The newly proposed text [in square brackets] intends to describe the general vision of a possible Framework Convention and includes wording from the Amsterdam Declaration and the new priority goal 5.

Steering Committee in light of progress made in the implementation of THE PEP work plan and in the light of newly emerging issues;]¹⁵

33. *Decide* to convene a fifth high-level meeting no later than 2019, to review and report on progress achieved in the implementation of THE PEP work plan, to renew or modify THE PEP priority goals and to plan future activities:

VI. Resources

Sharing responsibilities and support for THE PEP projects [actions]

34. *Undertake* to allocate the necessary financial and/or in-kind resources to ensure implementation of THE PEP work plan (2014–2019) and its implementation mechanisms through a system of voluntary contributions, thus guaranteeing implementation of the mandated activities;

[35. THE PEP Steering Committee, in cooperation with THE PEP secretariat, should prepare appropriate proposals.]

¹⁵ Alternatively, this paragraph could be inserted into the preamble of the Declaration.

Annex

THE PEP Work Plan (2014–2019)

to support national action and international cooperation¹⁶

THE PEP vision and THE PEP priority goals will be implemented through the following projects [actions] that will be further developed, refined and monitored by lead countries, lead organizations and THE PEP Steering Committee.

The role of lead countries and organizations is to facilitate, with the assistance of THE PEP secretariat, implementation of the projects [actions] and to act as coordinator and rapporteur. Lead countries and organizations are not accountable for project implementation or for the provision of adequate funding.

Lead countries and organizations will report annually or in appropriate intervals to THE PEP Steering Committee on progress made and challenges encountered on the basis of a standard procedure to be agreed upon by the Committee.

THE PEP work plan (2014–2019) will be implemented in close cooperation with national and international governmental and non-governmental stakeholders, including local and municipal authorities, research organizations and academia, such as the Joint Transport and Research Center of the International Transport Forum (ITF).¹⁷

**THE PEP Priority Goal 1: to contribute to sustainable economic development
and stimulate job creation through investment in
environment- and health-friendly transport**

Project 1.1: Methodology for the calculation of green and health-friendly jobs in transport
(example)

Objective:	Development of an international standard methodology to calculate the number of jobs created by green and health-friendly investments
Lead country/organization:	WHO/Europe and UNECE
Implementation mechanism:	THE PEP Partnership and the THE PEP knowledge network
Planned implementation period:	2014–2017

¹⁶ THE PEP work plan could be annexed to the Declaration. In this case, a number of projects [actions] should be identified before the 4HLM for endorsement by Ministers, including lead countries and/or organizations. This approach might ensure the necessary momentum for effective implementation. Alternatively, THE PEP work plan could be a separate document to be prepared and adopted by THE PEP Steering Committee or its (extended) Bureau immediately following the 4HLM on 16 April 2014 at Paris or at future sessions, as appropriate.

¹⁷ The Bureau (11–12 July 2013) agreed to include a reference to the Joint Transport and Research Centre of the Inland Transport Forum.

Project 1.2: (to be identified before, at or following the 4HLM)
Objective:
Lead country/organization:
Implementation mechanism:
Planned implementation period: ...

THE PEP Priority Goal 2: to manage sustainable mobility and promote a more efficient transport system

Project 2.1: (to be identified before, at or following the 4HLM)
Objective: ...
Lead country/organization: ...
Implementation mechanism: ...
Planned implementation period: ...

THE PEP Priority Goal 3: to reduce emissions of transport-related greenhouse gases, air pollutants and noise

Project 3.1 (to be identified before, at or following the 4HLM)
Objective: ...
Lead country/organization: ...
Implementation mechanism: ...
Planned implementation period: ...

THE PEP Priority Goal 4: to promote policies and actions conducive to healthy and safe modes of transport

Project 4.1: (to be identified before, at or following the 4HLM)
Objective: ...
Lead country/organization: ...
Implementation mechanism: ...
Planned implementation period: ...

THE PEP Priority Goal 5: to integrate urban and spatial planning policies with transport, health and environmental objectives

Project 5.1: (to be identified before, at or following the 4HLM)
Objective: ...
Lead country/organization: ...
Implementation mechanism: ...
Planned implementation period: ...
