

**Economic and Social Council**Distr.: General
17 August 2017

Original: English

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****Fifteenth session**

Geneva, 6-8 November 2017

Item 1 of the provisional agenda

THE PEP 2017 Symposium**THE PEP 2017 Symposium: Managing sustainable mobility
and promoting a more efficient transport system: innovation
and policy convergence as enablers of green and healthy
transport****Concept note prepared by the secretariat***Summary*

At its seventh session (Geneva, 22-23 October 2009), the Steering Committee of the Transport, Health and Environment Pan-European Programme (THE PEP) discussed how to more actively engage member States and other stakeholders on priority issues for THE PEP (ECE/AC.21/SC/2009/7-EUR/09/5088363/7, para. 8). To that end, the Committee agreed that, beginning with its eighth session, in-depth discussions, or symposia, would be organized, including speakers from the private sector, academia, government and civil society (ECE/AC.21/SC/2009/8-EUR/09/5088363/8, para. 46).

Topics would be in line with THE PEP priority goals as, adopted by the Third High-level Meeting on Transport, Health and Environment (Amsterdam, 2009) and address one goal per year. With the adoption of the Paris Declaration by the Fourth High-level Meeting (Paris, 2014), Goal 5 (“To integrate transport, health and environmental objectives into urban and spatial planning policies”) was added. Following the Fourth High-level Meeting, the extended Bureau of THE PEP Steering Committee confirmed the wish to continue holding THE PEP Symposia and, at its fourteenth session, the Committee entrusted the Bureau to decide on the topic for the

Symposium in 2017, recalling that topics of related processes could also be considered (ECE/AC.21/SC/2014/6-EUDCE1408105/1.6/SC12/6). At its twenty-eighth meeting, the Bureau reconfirmed that the new format with only one keynote speech and fewer panellists was an improvement over previous years. The Steering Committee decided that the topic for the 2017 Symposium would be Goal 2 (“to manage sustainable mobility and promote a more efficient transport system”).

THE PEP 2017 Symposium will be held on 6 November 2017 in the Palais des Nations, Geneva, Switzerland, beginning at 3 p.m. This concept note was prepared by the secretariat to provide the background on the issues to be covered by the 2017 Symposium and the proposed content of the Symposium.

I. Introduction to the issues

A. Transport trends impacting health and environment

1. Following the adoption of the 2030 Agenda for Sustainable Development (2030 Agenda), urban mobility was recognized as a cornerstone of the new global sustainable development framework for the post-2015 era. In particular, sustainable development goal 11 on “Sustainable cities and communities” aims to “*By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons*”. Key challenges in the context of growing sustainability concerns are the rising demand for mobility and accessibility for all, including for children and the elderly, particularly in cities.
2. Managing sustainable mobility and developing more efficient transport systems is a key component in addressing these challenges. Innovation in transport has been revolutionizing mobility, changing everything from the way people move, make choices, communicate, and pay for the services. Many of these revolutions are already happening, improving dramatically the efficiency of urban transport systems while redefining the potential contribution of mobility management in the service of sustainable development and opening new horizons for service provision. Future success, however, hinges on holistic transport policies because advances ranging from higher-level automation in road vehicle technology to e-mobility, going electric and digitalization necessitate higher levels of collaboration between sectors such as transport and telecommunications.
3. Accelerating the pace of the successful introduction of policy and technological innovations in infrastructure, vehicles and mobility management will make mobility safer and more environmentally friendly.
4. Promoting efficient transport systems is key in these efforts, for example through information and communication technology, intelligent transport systems, and improvements in the quality of public transport systems. Intelligent transport systems solutions, via information and communication technologies, connect infrastructure, vehicles and users, thus optimizing traffic management and mobility management. Intelligent transport systems can be an important enhancement to intermodality, by providing the platform for interfaces with other modes of transport, including cycling and walking.
5. At the same time, managing mobility, mindful of varied needs for different user groups, can be transformative. The deployment of advanced mobility management information systems based on information and communication technologies may alleviate

traffic congestion of cities, while reducing pollution and creating a positive impact on health. Information technologies create platforms that in turn enable innovative practices, from car-pooling to car and bike-sharing to seamless intermodal commuting. Sustainable corporate practices and mobility schemes encouraging green and healthy transport choices for company employees can have a measurable impact on demand for mobility.

6. It follows from the above that advancing transport system efficiency and sustainable mobility management can help ensure the provision of cleaner transport systems that improves the health and well-being of communities and individuals around the world. In terms of impacts, environmental sustainability is affected dramatically through reductions in the emissions of harmful pollutants and greenhouse gases (GHGs), especially considering that in many cities around the world transport is often the main source of air pollution.

7. These benefits are considerable and as such are of primary focus within THE PEP framework. There are multiple policies and measures that could contribute to the implementation of THE PEP Priority Goal 2. Potential investment measures include using public financing for public and non-motorised transport as part of improving the efficiency of the transport system. Using economic instruments such as taxes, charges and subsidy reform can also have a significant impact on the demand side for mobility.

8. Walking and cycling are an integral mode of transport systems and mobility management, on par with other modes of private and public transport. Furthermore, walking and cycling contribute to individual fitness and public health by increasing physical activity levels and reducing harmful emissions of noise and air pollutants.

9. THE PEP has developed and/or applied tools and methods to promote sustainable transport. For example, the World Health Organization (WHO)-developed Health Economic Assessment Tool for walking and cycling and the step-by-step manual Developing National Action Plans on Transport, Health and Environment promote active mobility and highlight the economic benefits of derived health improvements. The For Future Inland Transport Systems (ForFITS) tool developed by United Nations Economic Commission for Europe (UNECE) Sustainable Transport Division evaluates transport activity, energy use, and CO₂ emissions in a range of possible policy contexts. Furthermore, in the next years THE PEP will focus on strengthening capacities through the newly established THE PEP Academy and on developing a pan-European Master Plan on Cycling under the partnership on cycling promotion.

II. Organization of THE PEP 2017 Symposium

A. Proposed content and format of the Symposium

10. The Symposium will be part of the fifteenth session of THE PEP Steering Committee (Geneva, 6-8 November 2017). It will take place at the UNECE Headquarters in Geneva on 6 November 2017 from 3 to 6 p.m., with interpretation (English, French and Russian). It will open with a keynote address, followed by a panel discussion, beginning with brief statements from five to six panellists, and a moderated discussion.

11. The secretariat will summarize the discussions for the Steering Committee on the following day, 7 November, under item one of the provisional agenda. The Committee will be invited to review the results of the Symposium and to consider possible follow-up actions in the context of THE PEP and its future work programme. A detailed programme of THE PEP 2017 Symposium, including speaker and panellists, will be available in October 2017.

12. The Symposium will be used to discuss in depth how improvements in sustainable mobility management and transport system efficiency can lead to a better environment and human health, reflecting THE PEP Priority Goal 2.

13. It is therefore proposed that the Symposium focuses on the following topic: “Technologies and policies for improving efficiency and managing green and healthy mobility”.

14. Under this heading, the 2017 Symposium will highlight challenges and success stories towards sustainable urban mobility and improved individual health. The Symposium will identify integrated policies in transport, health and the environment that ensure affordable and accessible mobility for all groups of society by using — in addition to and/or in place of adequate infrastructures — intelligent transport systems, information and communication technologies, and smart management and incentive systems. Issues that could be addressed at THE PEP 2017 Symposium by the presenters and during the interactive discussion may include the following:

(a) How can we commute intelligently? How can we run successful mobility systems for commuters? What are good examples and best practices?

(b) How can new technologies assist in achieving sustainable transport in cities?

(c) Some cities and some countries are forerunners in facilitating new technologies. How much risk do you see in creating a technological divide and issues for interoperability if this continues without an internationally harmonised framework? What is your expectation towards THE PEP in this regard?

(d) What are the trends in the UNECE-WHO European region in mobility demand management that contribute to the achievement of sustainable transport, the reduction of emission of air pollutants, GHGs and noise for the transport sector?

(e) How effective are current policies in managing mobility, improving efficiency and addressing the impact of air pollution from transport? What can be done to make such policies more effective? What are the financial incentives and how effective are they?

(f) Policy makers and technology innovators live in two different worlds with different speed, and timetables, yet they must work together to accelerate the introduction of innovations. What are the best practice examples for addressing it? In your opinion, what kind of policy and institutional adjustments needed urgently and how best could THE PEP assist it?

(g) Intelligent transport systems solutions can enhance intermodality for both passenger mobility and cargo transport, by providing the platform for interfaces with other modes of transport. How can data and information help individuals and companies experience intermodality in a seamless way?

(h) At the same time, new technologies have an impact on society. For instance they can support the creation or the discontinuation of jobs, or they can generate the need for a different educational background for existing jobs. What experiences are there for addressing social impact of new technologies? What are the best practice examples for addressing it?

(i) What are the priorities for THE PEP in encouraging and promoting investments and related analytical/policy work?

(j) What can Governments, city authorities, business and civil society do?