


Informal document 06 Chair note Draft Declaration with annotations

Draft Declaration of the Fifth High-level Meeting on Transport, Health and Environment

GE.20-11577(E)



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Vienna Declaration: Transforming to clean, safe, healthy and inclusive mobility and transport for happiness and prosperity for all¹

We, the Ministers and heads of delegations of member States of the Economic Commission for Europe (ECE) and the World Health Organization (WHO) in the WHO European Region, convening the Fifth High-level Meeting on Transport, Health and Environment in Vienna from ... to ... 2021,

Preamble

Reaffirming our commitment to the 2014 Paris Declaration - City in Motion: People First! and to work together to implement the Transport, Health and Environment Pan-European Programme (THE PEP) in order to achieve sustainable, affordable and inclusive, safe and healthy, **resilient**, green and clean transport and mobility,

Building upon the momentum achieved under THE PEP, while also recognizing the urgent need for intensified action to achieve the objectives of the 2030 Agenda for Sustainable Development, the New Urban Agenda and the Paris Agreement,

Recognizing that the pan-European region is at a crossroads regarding transport, health and the environment, facing major challenges, **[including ambient air pollution, traffic noise, greenhouse gas emissions, physical inactivity, socioeconomic disparities, environmental health inequities, road traffic injuries, economic inefficiencies and urban sprawl, land take and loss of biodiversity that together with incoherent policymaking and a lack of cross-sectoral coordination need to be addressed urgently through a new holistic approach encompassing integrated policies and behavioural changes];**

Recognizing also the impact of the coronavirus disease (COVID-19) pandemic on transport and mobility leading to adverse impacts, which have demonstrated the importance of having resilient transport systems and that post-pandemic recovery packages need to address to clean, safe, healthy and inclusive mobility and transport,²

Appreciating the efforts made by member States and other stakeholders towards achieving THE PEP Priority Goals, particularly through THE PEP Partnerships, the holding of relay-race workshops and symposiums, THE PEP Academy and the development of strategic and practical tools,³

Welcoming the outcomes, declarations and commitments relevant for transport, health and environment on UNECE, WHO and European level, in particular the ,, the 2018 Ministerial Declaration of the Economic and Social Council, the 2017 and 2019 Ministerial Resolutions of the ITC, the 2017 Ostrava Declaration , as well as the 2018 Graz Declaration and the relevant outcomes of the International Transport Forum,⁴

Emphasizing that our efforts must be strengthened and additional actions need to be taken urgently to resolve these challenges, building upon intensified cooperation and partnerships in the pan-European region and an integrated, holistic, strategic approach, uniting the forces of the transport, health and environment sectors, complemented by cross-sectoral **planning and** policy coherence,

Wishing to strengthen THE PEP in its function as a unique intergovernmental, cross-sectoral, tripartite pan-European policy platform for policymakers and stakeholders of the countries of the pan-European region for accelerating the transformation towards clean, **safe** and healthy mobility and net-zero emission transport,

Our **[vision]** / **[mission]**

1. *Adopt* our **ambitious** vision of “clean, safe, healthy and inclusive mobility and transport for happiness and prosperity for all;
2. *Commit* to leading the transformation of transport and mobility to achieve our vision, focusing on:
 - (a) Social inclusivity of access⁵ to mobility and transport;
 - (b) Improved living conditions in cities and regions by integrating environmental and health policies and objectives into coordinated transport and spatial planning;
 - (c) Clean, low-noise and net-zero emission transport by implementing policies and actions for healthy, active and safer mobility;
 - (d) Directing investments, fiscal incentives and green finance initiatives towards sustainable transport to stimulate job creation and the economy;
 - (d bis) Making best use of the benefits of digitalization of transport and mobility services;
 - (e) Implementing sustainable mobility management and services, employing appropriate technologies for clean, efficient, healthy and safe transport systems;
 - (f) Promotion of solutions to implement sustainable urban mobility, including a wide range of electric urban public transport modes and cycling and walking, and consideration of these forms of mobility in transport and spatial planning;**
 - (g) Ensuring the resilience of transport systems to climate change, pandemics and other disasters;⁶**

while involving stakeholders, including national, subnational and local authorities, communities, companies and civil society, especially youth and children, in this transformation towards green and healthy mobility and transport;

Strategy and actions for achieving our vision and accelerating the transformation towards sustainable transport and mobility

3. *Commit* to develop a comprehensive pan-European strategy on transport, health and the environment, including a clear pathway for its implementation, to achieve the agreed vision and guide the further work of THE PEP, for adoption in **[2022]** / **[2023]** / **[within two years]**, and use this strategy to:
 - (0) (a) Strengthen our commitment for further developing and implementing THE PEP to ensure that THE PEP helps to improve living conditions in our urban, peri-urban and rural areas, making them healthier, safer, better connected and accessible, in a perspective of social equity with no one left behind;
 - (b) Align further THE PEP activities with the implementation of the Paris Agreement and the 2030 Agenda through the activities set out below aimed at assisting member States in achieving the Sustainable Development Goals ;
 - (c) Strengthen our commitment to national action and international cooperation on policies to achieve our vision, including by integrating public transport, efficient intermodal connections and infrastructure for active mobility, for all users, with a view to reducing inequalities;
 - (d) Consider the specific needs of children, youth, the elderly and persons with disabilities;
 - (e) Develop effective monitoring by strengthening the collection of national and international data in the fields of transport, health and environment;
4. ***Establish* an ad hoc working group to analyse different legal options to give effect to our vision and strategy, elaborate draft proposals for possible legal instruments and**

present them for consideration by the Steering Committee for adoption at the Sixth High-level Meeting on Transport, Health and Environment;

5. *Support* the implementation of mobility management programmes for cities, regions, companies, tourism and schools, which combine in particular clean vehicle technologies, the efficient use of infrastructure and green logistics for both passengers and freight, the expansion of public transport, flexible mobility services for the first/last mile, active mobility and the strengthening of shared mobility and multimodality;

7. *Commit* to ensuring that transport, health and the environment are considered together in spatial planning to achieve policy coherence with regard to reducing urban sprawl and the demand for transport and improving resilience,⁷ energy efficiency and access to public transport and active mobility;

8. *Decide* to establish coordination mechanisms at the national level between the transport, health environment and spatial planning sectors, including subnational and local authorities and involving other relevant stakeholders, to ensure that transport, health and the environment are considered together in related policymaking, planning and urban development;

9. *Agree* to promote the mobilization of financial resources, including from international financial institutions, green finance instruments and the public and private sectors, and through public-private partnerships, while applying the relevant social and environmental criteria, to invest in sustainable mobility and transport systems;

10. *Decide* to establish close cooperation between THE PEP and international financial institutions to develop green finance instruments, with a focus on the introduction of safe and high quality public transport services, clean public transport fleets and the promotion of active mobility and mobility management;

12. *Call on* ECE member States to include in legal instruments, under the purview of the Inland Transport Committee, the use of remote emission control and technical inspection provisions for used vehicles being exported so as to reduce the environmental and health effects of these vehicles and improve their safety;

13. *Decide* to accelerate the introduction of low- and zero-emission vehicles, electromobility and related infrastructure through financial incentives and other support programmes and promote the use of sustainable low carbon fuel options increasing the share of renewable energy powering transport, and also ensure that only fossil fuels that comply with high environmental standards are available on the market;

14. *Also decide* to boost active mobility as an important element of the transformation and ensuring resilience to pandemics;

Resilience of transport and mobility systems⁸

14 *bis*. *Acknowledge* the need for strategic concerted actions to address the negative impacts of pandemics such as COVID-19 on social life and healthcare, the economy and mobility and transport systems, and also taking into account new trends in particular with regard to people's mobility behaviour, the use of clean technologies and digitalization;

14 *ter*. *Take action* to re-allocate and re-design public space and transport infrastructure to provide conditions favourable for walking and cycling and ensure the resilience of our livelihoods, social life and local economy in pandemic crisis situations;

14 *quater*. *Take action also* to restore trust in public transport, in particular by providing sufficient sanitary and hygiene measures, ensuring personal protection and physical distancing, and providing sufficient public transport services;

14 *quinquies*. *Commit* to establishing guidelines and action plans to manage lock-down situations and the re-opening of the transport and mobility sector, building forward better and supporting a green mobility reset, taking into account the recommendations laid out in annex II;

Paving the way for healthy and active mobility in the pan-European region

15. *Adopt* the Pan-European Master Plan for Cycling Promotion, as included in annex III to the present Declaration and developed by THE PEP Partnership on Cycling Promotion at the request of the Fourth High-level Meeting, as a means to achieve the objectives set out below in relation to cycling, and promote the implementation of its set of recommendations, in particular regarding the improvement of infrastructure and incentive frameworks to promote cycling:

16. *Commit* to achieving the following objectives by 2030:

(a) To significantly increase cycling and walking in every country and to contribute to the overall target of doubling cycling in the region as a whole;

(b) To extend and improve infrastructure for safe cycling and walking in every country in the region;

(c) To develop and implement national cycling and walking policies, supported by national cycling and walking plans, strategies and programmes [, including the setting of national targets], in every country in the region and also promote their implementation into relevant sub-national plans and policies;

(d) To significantly improve the safety of cyclists and pedestrians in every country in the region and significantly reduce the number of fatalities and serious injuries amongst these road users in the region as a whole;

(e) To integrate cycling and walking into health policies, as well as transport infrastructure and land-use planning;

17. *Acknowledge* cycling, as well as walking as equal modes of transport to sustainable and resilient⁹ livelihoods and encourage education and awareness-raising on active mobility, road safety and the related socioeconomic benefits;

18. *Take measures* to shift from motorized mobility to active mobility, in particular considering the large number of short trips in urban and suburban areas, and provide adequate infrastructure for cycling and walking to reduce accidents between motorized and non-motorized road users;

20. *Emphasize* the importance of harmonized cycling signs and signals across the ECE region to enhance road safety for cyclists and pedestrians, acknowledge the rights of pedestrians and cyclists and therefore encourage member States that are Contracting Parties to the Convention on Road Signs and Signals and the Convention on Road Traffic to suggest corresponding amendments to the Conventions

21. *Request* ECE to take the necessary steps to develop and establish, based on elements and principles of the Pan-European Master Plan for Cycling Promotion, a trans-European cycling network;

22. *Decide* to develop, within the framework of THE PEP Partnerships, a pan-European master plan for active mobility, including guidelines and tools, by integrating walking and other forms of active mobility;

THE PEP: fostering the transformation to achieve our vision

24. *Support* THE PEP as a unique intergovernmental, cross-sectoral, tripartite platform for accelerating the transformation and *decide to* launch new partnerships as platforms for cooperation between member States and other stakeholders for implementation of this Declaration;

24bis. *Endorse* the practical results and recommendations achieved in the Partnership on Eco-driving as set out in annex IV including THE PEP Guidelines for Eco-driving, the studies on green and healthy jobs in transport, the TRANSDANUBE Partnership for sustainable mobility in the Danube region, as well as the conclusions of the Handbook on

Sustainable Urban Mobility and Spatial Planning as set out in annex V and *decide to further develop these partnerships requesting them to;*

- a. explore the extension of eco-driving to electric vehicles and other forms of transport and non-road mobile machinery by the Partnership on Eco-Driving;
- b. continue the work to support the development of policies to stimulate the creation of green jobs by the Partnership on Green Jobs;
- c. establish THE PEP Partnership on Sustainable Tourism Mobility, with a view to sharing good practices and developing respective guidelines and tools;
- d. intensifying the work of the relevant Partnership to promote coordination and the integration of sustainable transport, in particular public transport, shared and active mobility, spatial planning, health and the environment;

29. *Decide to intensify the activities of THE PEP Academy, foster interaction between scientists, practitioners and policymakers, invite universities and other education institutions to contribute to the Academy; recommend the introduction of courses addressing transport, health, the environment and spatial and urban planning issues in an integrated way; and request the Steering Committee to develop a procedure for awarding a certificate to graduates of THE PEP Academy;*

31. *Welcome and support the organization of relay-race workshops on transport, health and the environment in member States to showcase THE PEP, enable the sharing and compilation of good practices and the elaboration of policy recommendations and their implementation, and promote the cooperation between relevant sectors;*

32. *Endorse the Health Economic Assessment Tool for walking and cycling and the For Future Inland Transport Systems tool and promote their application in decision-making on spatial and transport infrastructure planning;*

33. *Request the Steering Committee to develop THE PEP honorary award;*

34. *Also request ECE and the WHO Regional Office for Europe to continue to provide secretariat services to THE PEP and agree to continue supporting them in this endeavour;*

35. *Adopt THE PEP workplan for the period 2021–2026, as set out in annex VI to the present Declaration, for the implementation of this Declaration, agree to monitor its implementation through the Steering Committee at its annual sessions and allocate the necessary financial and/or in-kind resources, including for staff support to carry out the tasks identified in this Declaration, including through a system of voluntary contributions;*

36. *Request the Steering Committee, in cooperation with the secretariat, to prepare specific proposals to facilitate the mobilization of additional funds from other sources to support the implementation of the workplan for the period 2021–2026;*

36 bis Commit to provide support for the implementation of THE PEP and its workplan with a focus on building centres of competence and capacity building, sharing of good practices and the facilitation of joint initiatives and partnerships;

37. *Request the Steering Committee to elaborate a communication strategy to disseminate the results of THE PEP in order to raise awareness among stakeholders and citizens;*

38. *Invite the Steering Committee to consider the organization of an event on the occasion of the twentieth anniversary of THE PEP in 2022 and a mid-term review in 2023;*

39. *Decide to convene a Sixth High-level Meeting not later than in 2026 and invite expressions of interest from Governments to host the Meeting, for consideration by the Steering Committee;*

40. *Express our gratitude to the Government of Austria for having hosted this meeting and thank it and the people of Austria for the warm hospitality received.*

- ¹ The Bureau requested the secretariat to support the Chair and Vice-Chairs in shortening by deletion of text or moving text to annexes.
- ² To be reviewed by the small group (officers + secretariat).
Russian Federation: maybe to say here about transfer to “new normal”, about preconditions for such a transfer (e.g. digitalization and so on)? Global change of our life, of human behaviour.....
Switzerland: regaining trust in public transport
Turkey: on trade-offs between behaviours (car use = risk too)
SLOCAT: we suggest you give a more positive message looking to the future: 1) COVID has highlighted the importance of resilient transport systems to move key workers and essential supplies in times of crisis. 2) Clean, efficient and healthy transport solutions make an important contribution to improving respiratory health and reducing the impacts of pandemics.
- ³ The second half of this paragraph repeats paragraphs 25–32.
- ⁴ To be reviewed by the small group.
- ⁵ Explain or amend.
- ⁶ Secretariat to improve wording. Small group to review.
- ⁷ Secretariat suggestion to pick up on Russian Federation’s point that we need to alter demand etc. as part of the post-COVID learning process.
- ⁸ Following comment to be considered in this chapter: Russian Federation: I did not see any new challenges that arise in transport due to the coronavirus pandemic and possible similar events. Issues of epidemiological safety are not reflected in a proper way - changes in our behaviour, ensuring the safety of public transport and restoring trust in it, new patterns of work, people's behaviour, etc.
- ⁹ Distinct Russian translations of “sustainable” and “resilient” are needed.