

Item 8 (a) of the provisional agenda

Managing THE PEP:

Monitoring progress on the implementation of THE PEP goals

MANAGING THE PEP

MONITORING IMPLEMENTATION

Implementing the Paris Declaration of the Fourth High-level Meeting of the Transport, Health and Environment Pan-European Programme (THE PEP): Regional overview of self-assessed reporting by Member States

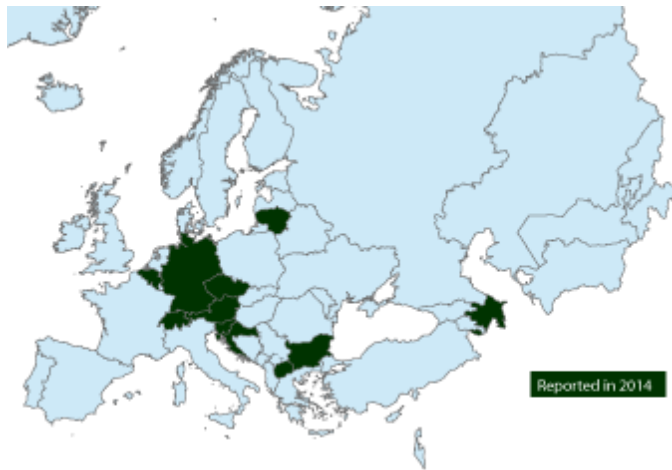
Note by the secretariat

A. Introduction

1. Following the Third High-level Meeting on Transport, Health and Environment in January 2009 in Amsterdam, the Steering Committee and its Bureau underlined the importance of monitoring the implementation of THE PEP programme and of progress made by Member States at national level toward the attainment of the four Amsterdam Goals. These reports would facilitate the assessment of progress made and provide valuable information about the achievements and obstacles encountered by Member States and other stakeholders in implementing THE PEP. In turn, this feedback would provide elements to adjust THE PEP work programme to better meet the needs of Member States.

2. In fall 2011, 2012 and 2013, THE PEP secretariat conducted a questionnaire-based survey among Member States on the implementation of the Amsterdam Declaration. The results were presented to the Steering Committee at its ninth, tenth and eleventh session and a summary report at the Fourth High-level Meeting on Transport, Health and Environment in Paris in April 2014. Following the Fourth High-level Meeting, the Bureau of the Steering Committee of THE PEP decided to continue with the same reporting mechanism using a modified questionnaire to cover the new Fifth Goal and other new elements introduced in the Paris Declaration. The updated questionnaire was circulated in fall 2014 to all Member States of the UNECE-WHO/Europe region that have at least one THE PEP Focal Point (n=44) to gather self-assessed qualitative information on the state of national implementation of THE PEP and the Goals of the Paris Declaration, the main developments, challenges and enabling factors as well recommendations for further strengthening the process. A total of 11 Member States¹ responded to the questionnaire.

¹ Austria, Azerbaijan, Belgium, Bulgaria, Croatia, Czech Republic, Germany, Lithuania, the former Yugoslav Republic of Macedonia, Slovenia and Switzerland.



Graph 1. Respondent countries to THE PEP 2014 questionnaire on the implementation of the Paris Declaration of the Fourth High-level Meeting

3. Only four of the 11 reporting Member States in 2014 also completed the questionnaire in 2011, 2012 and 2013, theoretically allowing for some limited comparisons across four years. Another four Member States reported at least the last two years, providing a first basis for comparison over time. Two Member States reported for the first time and thirteen participating in at least one of the previous years did not report again in 2014.

4. Replies have been received from mainly Western and Central European countries. Combined with the overall low number of replies the possibility to draw conclusions on trends in geographical terms is limited. Detailed replies from the years 2011, 2012, 2013 and 2014 can be found at the website of THE PEP at <http://www.unece.org/transport-health-environment-the-pep/about-us/monitoring-implementation.html>

B. Sectors involved in preparation of questionnaire

5. Out of the 11 respondent countries, 7 reported that all three sectors (transport, health and environment) have contributed to the completion of the questionnaire. One reported that no other sector than the lead reporting sector had contributed to the questionnaire, indicating a lack of coordination between the three sectors. The lead reporting sector was health (n=6), followed by environment (n=4), and only rarely transport (n=1). Other stakeholders, such as Ministry of Interior, Ministry of Education, relevant NGOs, local or regional administrations were involved in the reporting in 5 countries.

6. Noticeably, centralized and de-centralized decision making structures as well as federal organization are equally cited by 6 Member States as hindering coordination and implementation of THE PEP.

C. Implementation of the Paris Goals

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

7. All 11 respondent focal points reported addressing Goal 1 through investments in environmentally sustainable infrastructure for transport, such as public and active transport (walking and cycling). All respondents also reported on clean and efficient intermodal connections and on measures to improve road safety. Specific activities for improving infrastructure for active and environmentally friendly transport were reported in 10 out of 11 respondent Member States. However, implementation is often delegated to the local level. Eco-Tourism is being addressed in 9 of the 11 respondent countries.

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

8. All 11 respondent focal points reported projects aiming at improving the attractiveness of cycling and walking (n=7) and/or public transport (n=6) with the aim to create a modal shift towards healthier and more sustainable modes of transport. The majority of reported programmes take place at the national level and target communities and/or the public but several local projects were reported as well. Specific projects on mobility management were reported in one country.

9. 10 out of the 11 Member States reported that the government raises awareness of mobility choices and is promoting the use of information technology to increase the efficiency of the transport system.

10. 10 out of 11 Member States reported that the government promotes the use of information technology to increase the efficiency of the transport system.

11. A majority of the focal points (9 out of 11) indicated that mechanisms exist in their country to improve the coordination between land use and transport planning.

12. All of the 11 respondent Member States reported that their country takes measures to promote high-quality integrated public transport and reducing the need for and the volume of car traffic.

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

13. All respondent Member States reported strategies, policies or measures to support a shift in the vehicle fleet towards zero- or low-emission vehicles and fuels based on renewable energy, clean transport modes and fostering electric mobility as well as eco-driving.

14. All of the respondent focal points reported that specific measures to support a reduction in noise emissions from transport activities exist in their countries. These include mainly speed reductions, installation of sound barriers, adoption of new regulations and separating traffic from housing zones.

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

15. Around 90% of the 11 respondent Member States reported strategies, policies and measures for the promotion of healthy and safe modes of transport. Most of them focused on improving road safety in general or infrastructure and safety measures specifically targeted at walking and cycling and programmes to promote walking and cycling (including also mainly awareness raising). Improving the quality and accessibility of public transport was not reported.

16. All except one country reported that transport policies and actions focus on vulnerable groups such as children and persons with reduced mobility. Most reported policies and actions address issues of road safety or public transport.

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

17. All respondent countries reported existing mechanisms for urban and spatial planning. However, the administrative levels at which this is regulated varies across the 11 Member States. In 5 of the countries, urban and spatial planning is regulated at the national and local level, in two countries only at sub-national and local level, in two countries at national level only, in one at all three levels and in one entirely at local level only. All except one of the respondent Member States indicated that spatial planning is coordinated between the mentioned authorities.

18. Nine of the 11 respondent Member States listed specific existing policies or legal measures that require integrated urban and spatial/urban 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.

19. A majority of Member States (8 out of 11) indicated that there are national capacity building initiatives on integrating transport, health and environmental objectives into urban and spatial planning policies. Most of them (5 out of 8) do this through academic education and training of professionals.

D. Implementation of THE PEP

THE PEP Implementation mechanisms

20. Overall, 3 out of 11 Member States have either adopted or implemented a National transport, health and environment action plan (NTHEAP). One of the three countries with NTHEAPs assessed THE PEP as having been useful in the development. Seven out of the 8 without a NTHEAP have reported to be developing or planning to develop one.

21. Five of the existing or planned/in preparation NTHEAPs are national and none of the existing and planned NTHEAPs is a standalone document but rather part of existing action plans on transport or environment and health.

22. Seven out of 11 of the respondent Member States indicated that their country contributed to past THEPEP relay race workshops. Six of these seven countries have provided technical (in kind) and 4 direct financial support (Western Europe). Two of these Member States have hosted one of the workshops.

23. Six countries indicated having supported THE PEP Partnership. All of them providing technical (in kind) support, leading to a broad general basis for the Partnership. However, only 1 of them invested in THE PEP Partnership directly financially so far, making it dependent on very few donor countries. Four of the 11 respondent Member States are already involved in the newly launched Partnership on Cycling.

24. In only 5 of the respondent countries formal networks of professionals (apart from the Focal Points) are in existence for the implementation of THE PEP. All of them except one are supported by the government; financially and politically.

Policy, regulatory and operational frameworks that support the promotion of THE PEP

25. More than half (n=6) of the respondent focal points indicated the existence of a coordinating body in the government for the implementation of THE PEP at the national level. All of these six included at least representations from the three sectors transport, health and environment, while 3 also included other sectors like research and energy. NGOs and the sectors finance, academia, education and agriculture were only included in one of the respondent countries.

26. 8 out of 11 of the respondent countries reported that integrated policy making for the three THE PEP sectors was also reflected in other national policy documents. These range from policies on climate change and transport strategies to legislation on noise management and strategic environmental assessment, action plans on cycling, environment and health and sustainable development as well as specific state budgets and spatial planning. 7 out of these 8 countries also reported that public awareness on THE integration is included, with only 2 reporting the availability of specific public budgets to foster integrated policy making between transport, health and environment.

27. In 7 of the 11 respondent countries, national policies or legal measures are in place that require public consultation and stakeholder involvement in decision making processes in the field of transport, health and environment.

28. Four of the 11 respondent Member States indicated that they currently have a national action plan for the promotion of cycling, highlighting the potential for the development of an international master plan for cycling through the newly established THE PEP Partnership for cycling.

Future of THE PEP

29. About half (n=6) of the respondent countries reported specific major achievements towards the goals of THE PEP which are linked to THE PEP. These range from action plans on road safety to specific international projects on related topics, raised awareness and improved inter-sectoral coordination. For further details

on the various reported projects, programmes and policy developments please see THE PEP website.

30. As the main challenges of THE PEP for stimulating national action, the respondents listed the following (in order of frequency):

- a. THE PEP is not a legally binding instrument;
- b. Any participation and support of THE PEP is entirely voluntary;
- c. Lack of communication and cooperation between three relevant ministries
- d. Too little pressure on Member States to establish coordinating bodies at national level;
- e. Clearly defined and communicated indicators for monitoring and reporting on implementing THE PEP are missing;
- f. Support to move from the international level to national and local implementation is not strong enough in THE PEP (low involvement of local authorities; and
- g. Language barriers.

31. In response to the above mentioned challenges, the focal points' main recommendations for the improvement of THE PEP to increase its impact in Member States were:

- a. Strengthen the implementation mechanisms and existing tools of THE PEP, in particular the development of national action plans (NTHEAPs) and Partnerships;
- b. Support Member States in raising funds for relevant projects similarly to the EU funding mechanism;
- c. Stimulate more awareness by requesting (re-)appointment of focal points and creation of national coordinating bodies;
- d. Establish concrete projects to produce positive results in the three sectors transport, health and environment;
- e. Increase knowledge and exchange of knowledge and good practices through workshops, seminars, documents;
- f. Facilitating national workshops;
- g. Translation of relevant documents and tools to national languages to lower language barriers;
- h. Define indicators across the three sectors for better monitoring
- i. Increase visibility at international events; and
- j. Target activities more towards specific (groups of) countries and not towards all the countries as one group.

E. Concluding considerations

32. The electronic questionnaire provides a good basis for regular monitoring of THE PEP implementation as it places minimal technical burden on Member States and the secretariat. Comments are welcome from THE PEP Steering Committee regarding its further improvements. The annual submission of the questionnaire can provide essential information for reporting back on implementation of THE PEP.

33. The level of details and content provided in the answers by the Member States varies greatly and indicates that in some instances, there are challenges in creating a shared understanding of the main pillars of sustainable transport. It is important to note that this is a voluntary reporting process and all provided information is self-assessed by the focal points. Verification of the provided information could be considered for future application of the questionnaire.

34. Replies received to the questionnaire reflect to a large extent the views and experiences of those countries, which have been more actively engaged in THE PEP implementation, particularly through THE PEP workshops/relay race, and its partnerships, as well as development of NTHEAPs. This seems to indicate that direct engagement and involvement in THE PEP does provide value added to Member States. It also encourages further investing in the elements of THE PEP that respondents have identified as providing the greatest value, as a means to increase engagement and support national actions.

35. Despite the renewed momentum for THE PEP after the 4HLM, the number of respondent countries decreased in 2014, highlighting that there is a need to develop a better understanding of the experiences and reasons of non-respondent countries. The lower response rate compared to 2013 can also partly be explained by the slightly shorter notice for completing the questionnaire in 2014. However, this was due to increased required consultation with Member States prior to sending out the questionnaire which also resulted in appointment of new THE PEP focal points and increased awareness in Member States. It could be expected, that this would lead to a higher response rate in coming years. Nevertheless, this calls for continuing (re)-establishing national focal points in the relevant ministries, and for investigating the challenges, limitations and obstacles that non-engaged countries see in the process, in order to identify and possibly address these aspects through THE PEP work programme.