

Item 7 (c) of the provisional agenda
**Implementing the Paris Declaration:
THE PEP Partnerships**

Proposal for phase 2 of the work of THE PEP Partnership on jobs in green and healthy transport

Prepared by the secretariat and UNEP

A. Background and mandate

1. In September 2011, the Transport, Health and Environment Pan-European Programme (THE PEP) launched the Partnership on Jobs in Green and Healthy Transport (PJGHT) as a follow-up to the Third High-level Meeting in Amsterdam in 2009 as well as THE PEP 2010 Symposium on green and healthy-friendly investments and jobs in transport. 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:

(a) Stimulating a debate and a shared understanding on what a green and healthy job in transport is by bringing environmental and health considerations into the existing discussion on “green jobs” creation.

(b) Documenting the breadth of existing experiences in Europe and other parts of the world with new policies and approaches for creating jobs in green and healthy transport.

(c) Analysing the potential of greening “old jobs” and creating “new green jobs” in transport and mobility and assessing the qualitative and quantitative impact that such approaches have on the environment, health, transport and the economy.

(d) Sharing good practice and disseminating the experiences, policies and approaches

(e) Developing strategies and actions for stakeholders to implement Goal 1 of the Paris Declaration in order to promote jobs in green and healthy transport.

2. A scoping brochure was published in 2011 that noted that existing experiences with interventions and policies that offer great potential for maximizing benefits for the environment, health and the economy, particularly those related to the promotion of active travel (cycling and walking) in urban areas, remain rather scattered and have largely been at the fringes of transport policy debates.

B. Developments in phase 1

3. The PJGHT further developed the scoping brochure into a more quantitative assessment of existing case studies on JGHT in 2012 and 2013. The results of the collected case studies and their quantitative evaluation were presented to the Bureau in July 2013. The PJGHT then convened its second meeting in October 2013 in Paris, expanding its memberships to also include the OECD, ILO, UNEP, EEA, Fraunhofer Institute and the New Economics Foundation, in addition to France, Austria, Switzerland, UNECE and WHO. The members of the PJGHT discussed the report and noted its high relevance and the valuable contribution THE PEP is making to the international debate on greening the

economy through this report. The members further approved the draft report and defined the way forward towards a summary publication for the Fourth High-level Meeting (4HLM).

4. Thanks to a substantial in-kind contribution of UNEP and continued support from Austria, France and Switzerland, the work conducted under the PJGHT was then turned into one of the four main publications for 4HLM in April 2014, based on the recommendations from the members of the PJGHT. The publication “Unlocking new opportunities: Jobs in green and healthy transport”¹ was launched on 15 April 2014 in English, French and Russian and has received high attention from media.

5. The publication focuses on potential job creation in the areas of public transport, cycling and walking. An analysis of the available evidence suggests that these modes could be significant employers and contributors to the green economy. A simple method was used to estimate the job creation potential of cycling, as this was the mode for which most information was available. It was estimated that about 76 600 jobs could be created if selected cities achieved the same modal share of cycling as Copenhagen, the capital of Denmark. In addition, the benefits of the projected level of cycling to health could prevent about 10 000 deaths each year. These figures are likely to be underestimates, as they correspond to only one city per country and to only a small proportion of the jobs that could contribute to making transport greener, healthier and more efficient.

C. Proposals for phase 2

6. The publication on JGHT further outlined challenges in identifying the true potential for jobs in green and healthy transport (JGHT) and concluded with recommendations on main messages and call for action as well as future work. This is the basis for the second phase for the work of the PJGHT after the 4HLM as proposed at its second meeting in October 2013: the need to establish a better picture of the job creation potential in green and healthy transport, the need to determine a common methodology to estimate/count jobs in green and healthy transport, and the consideration of developing a relevant indicator.

7. Continuing with the momentum of the 4HLM and the attention received for the publication, the PJGHT is proposed to continue with the existing focus on public transport, walking and cycling, which is at the core of THE PEP work, along two main directions, as decided by the Bureau at its 25th Meeting in June 2014. These would be prioritized and implemented according to the interest of partners and Member States, as well as the availability of the required resources.

Development of a common methodological approach to the assessment of types and number of existing jobs in green and healthy transport

8. This activity would:

(a) Produce a common approach on the assessment of the types and number of existing jobs in green and healthy transport, with a focus on public transport, walking and cycling;

¹ www.euro.who.int/en/health-topics/environment-and-health/Transport-and-health/publications/2014/unlocking-new-opportunities-jobs-in-green-and-healthy-transport

(b) Apply it to selected project countries and cities (possibly also other sub-national administrative units).

9. This would require the development of a contextually aware yet common methodology based on a review of existing methods from the case study collection done by the PJGHT in spring 2013 and to be revised in 2015. This includes foremost a clear definition of indirect and direct jobs in green and healthy transport and their full time equivalents. This method would also follow a set of generally agreed parameters and an agreed scope (system limits) across all participating project countries/cities. Such parameters as well as the local assessment methodology would be elaborated by an expert group that would need to be established for this activity. This expert group would include representatives from the members of the PJGHT and be complemented by relevant experts from the project countries/cities. Ultimately, the method would be applied in the interested project countries/cities and results documented in a joint report.

10. Such case studies with a common methodology would substantially improve the empirical evidence base and provide the project countries/cities with concrete and highly relevant data for policy making, advocacy and awareness raising activities. This could be further used as a basis for assessments of the potential return of making investments in sustainable urban transport.

11. A tentative budget for this first activity would include the following:

- (a) three expert group meetings over 2 years with 20 participants (USD 35,000);
- (b) consultancy fees for lead experts' participation in meetings, preparation of background documents, method paper and the final report (USD 50,000);
- (c) publishing of compendium of case studies (USD 15,000 per language); secretariat staff time (USD 10,000);
- (d) in-kind contributions of local experts in the volunteering countries/cities for collecting data and participating in the meetings;
- (e) in-kind contributions from members of the PJGHT for participating in the meetings.

Assessment of the potential for job creation through increased levels of cycling

12. This activity will produce quantitative estimates of the job creation potential resulting from increased cycling, building on the approach used in the publication "Unlocking new opportunities: Jobs in green and healthy transport". The extrapolation of cycling level related employment numbers from Copenhagen to other major cities in the Pan-European region could be enhanced by:

- (a) widening the scope to either national levels or include 100 large cities in the region or another, easier to communicate, geographical scope;
- (b) improve the accuracy of the input data for the calculations; and
- (c) use individual, locally more realistic target scenarios.

13. This improved extrapolation exercise would require strengthening the involvement of national and international cycling associations and relevant organizations for (a) improved input data and (b) improved and increased dissemination of the results. It could be carried out in close collaboration with THE PEP partnership on cycling promotion and could deliver, through THE PEP Academy, training modules to facilitate the uptake of the

methodological approach by national cycling coordinators, to facilitate its application to interested cities. Although the project would be open for participation to any interested city/country, those that are participating in the partnership would represent a “natural target” for this activity.

14. A tentative budget for this second activity would include the following:

(a) two PJGHT meetings over 1 year to widen the partnership to elaborate the workplan, monitor progress and approve the final report (USD 20,000);

(b) consultancy fee / staff for providing guidance on collating the data into the new extrapolation and writing final report (USD 20,000);

(c) consultancy fee for developing the training module for the application of the methodology (USD 15,000);

(d) train-the-trainer workshop for the national cycling coordinators (USD 30,000)

(e) publishing of the results (USD 15,000 per language);

(f) in kind contribution from the new partners for providing data and participating in meetings.

D. Next steps

15. Work on the above two main activities can be prioritized and aligned with resources being provided. For this purpose, four main steps could be identified in chronological order: (a) reviewing the definition of jobs in green and healthy transport and defining the system limits for local and national assessments; (b) updating and reviewing the case study collection; (c) improving the scope, accuracy of input data and relevance of target scenario of the employment potential estimation exercise for cycling; and (d) apply the definition and system limits from step (a) above to interested cities and Member States. Steps a, b and d would be carried out under activity 1 above (Development of a common methodological approach to the assessment of types and number of existing jobs in green and healthy transport) and step c under activity 2 (Assessment of the potential for job creation through increased levels of cycling).

16. All proposed steps would need to be closely coordinated with relevant existing efforts of other international actors in this field. For example, the soon to be released report of the European Cyclists’ Federation on the potential for job creation in the cycling sector when doubling the cycling share in the European Union.

17. All activities should also be accompanied with enhanced communication of the results as their main objective is to raise awareness and create an understanding for the employment potential of sustainable urban transport.

E. Action by the Steering Committee

18. The Steering Committee may wish to further consider these proposed directions of work and task the Partnership with further elaborating detailed implementation plans.
