

Item 6 (c) of the provisional agenda  
**Implementing the Paris Declaration:**  
**THE PEP Partnerships**

## **Draft Partnership Descriptions for requesting establishing of THE PEP Partnerships by the Steering Committee**

**Prepared by the Secretariat**

### **I. Background**

1. As per the proposed revised Terms of Reference for THE PEP Partnerships (ECE/AC.21/SC/2015/3–EUDCE1408105/1.6/SC13/3), a THE PEP Partnership can be established by a decision of the Steering Committee. To facilitate such a decision the interested partners in collaboration with the Secretariat would prepare a Partnership Description using a form provided by the Secretariat to be submitted to the Steering Committee for approval.

2. Such a partnership description would include information on the objective; scope and purpose; list of initial partners (at least two); management arrangements (lead partner(s); coordination mechanism and role of the Secretariat); target groups; an indication of how the proposed Partnership would fit under the existing work plan of THE PEP and contribute to the achievement of one or more of the Paris Declaration goals; a specific work plan with deliverables for a 2 to 4 year period; an indication of how the financial needs of the Partnership will be met; and a proposal for monitoring implementation.

### **II. Draft Partnership Descriptions**

3. In fall 2015, all lead partners of existing THE PEP Partnerships were invited to complete the appropriate form for requesting establishing of a THE PEP Partnership by the Steering Committee provided by the Secretariat and approved by the Bureau. The completed forms are listed below as received by the Secretariat in their draft form.

4. The Committee is invited to comment on these drafts and, in case changes are requested, entrust the Bureau to approve possible changes to the Partnership Descriptions at its 29<sup>th</sup> meeting.

# Form for requesting establishing of a new THE PEP Partnership by the Steering Committee

## Partnership Description

### 1. Name of the Partnership

Partnership on Health Economic Assessment Tools (PHEAT)

### 2. Objective

Development of guidance and practical tools for estimating the economic value of the health impacts of regular walking or cycling.

### 3. Scope and purpose

The Partnership aims at providing specific tools and guidance material for the estimation of health impacts of transport activities as well as highlighting the economic dimension. The Partnership focuses its work on walking and cycling and bases the produced tools and publication on the following principles: practical products for the target audience, based on best scientific evidence, transparent, conservative, and adaptable.

### 4. List of initial partners

World Health Organization Regional Office for Europe  
Austrian Ministry of Agriculture, Forestry, Environment and Water Management  
French Ministry of Social Affairs, Health and Women's Rights  
Swiss Federal Office of Public Health  
European Commission  
German Federal Ministry for the Environment, Nature Conservation, Building and Nuclear Safety  
Swedish Expertise Fund  
Consortium from the United Kingdom under the leadership of Natural England

### 5. Management arrangements

Management arrangements for the Partnership:

- a) Lead partner: WHO
- b) Coordination among partners is exercised by WHO through a series of sequential development stages, triggered and managed by WHO
- c) The Secretariat is not expected to provide any further support in addition to the coordination and reporting done by the lead partner (WHO)

## **6. Target groups**

The tools and guidance material is aimed at professionals at both national and local levels: transport planners, traffic engineers, policy makers in transport, health and environment and special interest groups working on transport, walking, cycling or the environment, as well as health economists, physical activity experts and health promotion experts.

## **7. Relation to THE PEP work plan 2014-2019 and the Goals of the Paris Declaration 2014**

(a) The Partnership contributes to achieving the Paris Declaration by providing tools which enables decision makers to evaluate health impacts of transport policies in quantitative terms, allowing proper comprehensive evaluation/assessment of impacts of options during the decision making process.

(b) The Partnership fits into the existing work plan of THE PEP 2014-2019 as it implements the work plan activity 4.3 (Health Economic Assessment Tools (HEAT) for walking and cycling). Additionally, HEAT is expected to also be used by THE PEP Academy in its activities.

## **8. Work plan and specific expected deliverables for 2-4 years**

Between 2015 and 2017, the Partnership will produce an updated version of HEAT for walking and cycling. This new updated version will be based on the most recent scientific evidence and include health considerations regarding exposure to air pollution and injuries and possibly also allow for more diverse outcome measures (i.e. morbidity in addition to mortality and other measures as deemed useful by the target audience(s)). Furthermore, dissemination efforts will be carried out in the form of online webinars. Integration into activities of THE PEP Academy is also foreseen.

For the next planned High-level Meeting in 2019, a systematic use of HEAT could be implemented and reported on across the pan-European Region.

## **9. Reporting and monitoring**

The Partnership plans to report on technical progress to its donors and to the Steering Committee with annual updates.

## **10. Expected financial management**

The Partnership is currently expected to be fully funded until October 2017 with funds from the European Commission for the further development of HEAT and support for the dissemination efforts. Active fund raising will be done.

## Documentation

### 11. Relevant accompanying document

none
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# Form for requesting establishing of a new THE PEP Partnership by the Steering Committee

## Partnership Description

### 1. Name of the Partnership

Partnership on Jobs in Green and Healthy Transport (PJGHT)

### 2. Objective

Highlighting, quantifying and promoting the potential for job creation through investment in greener, healthier, and more efficient transport.

### 3. Scope and purpose

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 green and healthy jobs in 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 of 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 green jobs in transport.

The added value of this Partnership will therefore be to consolidate the evidence from such experiences and bring them onto the transport policy horizon to facilitate their consideration and uptake by Member States, subnational and local authorities.

### 4. List of initial partners

Austrian Ministry of Agriculture, Forestry, Environment and Water Management  
French Ministry of Ecology, Sustainable Development and Energy  
United Nations Environment Programme  
World Health Organization Regional Office for Europe  
United Nations Economic Commission for Europe  
International Labour Office  
Organisation for Economic Cooperation and Development

European Environment Agency  
New Economics Foundation  
Fraunhofer Institute

## 5. Management arrangements

Management arrangements for the Partnership:

- d) Lead partner: WHO
- e) Coordination among partners is exercised by WHO through a series of sequential development stages, triggered and managed by WHO
- f) The Secretariat is not expected to provide any further support in addition to the coordination and reporting done by the lead partner (WHO)

## 6. Target groups

The Partnership aims at informing Member States, experts and policy-makers from The economic, transport, environment and health sectors.

## 7. Relation to THE PEP work plan 2014-2019 and the Goals of the Paris Declaration 2014

(a) The Partnership directly contributes to achieving the Paris Declaration Goal 1 by promoting investment in green and healthy transport to stimulate job creation.

(b) The Partnership fits into the existing work plan of THE PEP 2014-2019 as it implements the work plan activity 1.1 (Green and healthy jobs in transport). Additionally, the products are expected to also be used by THE PEP Academy in its activities.

## 8. Work plan and specific expected deliverables for 2-4 years

Between 2015 and 2017, the Partnership will focus its work on the development of a common methodology to estimate the potential for the creation of jobs in green and healthy transport and its application as well as on the improvement of the understanding of the data on the jobs associated with cycling and to add to the evidence base. Consequently, it has two related elements:

- a. Undertake a review of the methodologies used in the literature to estimate the number of jobs associated with cycling.
- b. Collect data directly from city authorities on the actual number of jobs associated with cycling in the city.

Integration into activities of THE PEP Academy is also foreseen.

### **9. Reporting and monitoring**

The Partnership plans to report on technical progress to its donors and to the Steering Committee with annual updates.

### **10. Expected financial management**

The Partnership is currently mainly supported through staff time of WHO and UNECE, a consultancy provided by UNEP and limited funds by the Austrian Ministry of Agriculture, Forestry, Environment and Water Management. Active fund raising will be necessary to support activities beyond summer 2016.

## **Documentation**

### **11. Relevant accompanying document**

none

# Form for requesting establishing of a new THE PEP Partnership by the Steering Committee

## Partnership Description

### 1. Name of the Partnership

THE PEP partnership on EcoDriving (PED)

### 2. Objective

The partnership on EcoDriving supports development and implementation of EcoDriving at national or local level and therefor elaborates guidelines and tools to assist member states.

### 3. Scope and purpose

The partnership addresses the following elements:

- Disseminate knowledge and best practices about the concept of EcoDriving and approaches to its implementation with cars, trucks and buses and agricultural tractors
- Exchange experiences among partners interested in the promotion of EcoDriving for professional and non-professional drivers;
- Provide opportunities for testing EcoDriving approaches, notably within the context of THE PEP relay/race events, other international and national conferences and events,
- Promote the establishment of technical twinning programs between interested partners;
- Promote the development of harmonized criteria for certification schemes and training materials for trainers and driving schools;
- Develop approaches to the assessment of the effectiveness of EcoDriving and the successful continuation of EcoDriving behaviour over time.

### 4. List of initial partners

#### Partners where pilot trainings have already been conducted:

Yelena Yerzakovich Mrs.  
Project Manager  
UNDP-GEF Project "City of Almaty Sustainable Transport"  
United Nations Development Programme  
33/1,Ryskulbekova Street, room 304  
Almaty, 050000, Republic of Kazakhstan  
Tel/fax. +77273121994,  
Mobile +7 7013117068  
e-mail: yelena.yerzakovich@undp.org

Rimma Filippova



Deputy Manager of Project  
Reducing GHG emissions from road transport  
in Russia's medium-sized cities  
United Nations Development Programme  
9 Leontievsky side-street,  
Moscow, Russia 125009  
Tel: +7 (495) 787-2135  
Fax: +7 (495) 787-2101  
Cell. +7 925 0119193  
E-mail: rimma.filippova@undp.org  
<http://www.proecotrans.ru>  
<http://www.undp.ru>

**Further partners who expressed their interest:**

Sanjin Kapetanovic, MD  
Senior advisor for public health  
Federal Ministry of Health  
Titova street 9,  
71000 Sarajevo  
Bosnia and Herzegovina  
Mobile:+387 603 232 407  
e-mail :sanjin.kapetanovic@fmoh.gov.ba

Wolfgang Backhaus  
RUPPRECHT CONSULT - Forschung & Beratung GmbH  
Clever Str. 13 - 15  
50668 Köln (Cologne)/ Germany  
[www.rupprecht-consult.eu](http://www.rupprecht-consult.eu)  
Tel +49 221 60 60 55 - 19 (direct)  
Tel +49 173 311 56 72 (mobile)  
Tel +49 221 60 60 55 - 0 (central)  
Fax +49 221 60 60 55 - 29  
[w.backhaus@rupprecht-consult.eu](mailto:w.backhaus@rupprecht-consult.eu)

## 5. Management arrangements

Lead partners:

Austrian Federal Ministry of Agriculture, Forestry, Environment and Water Management  
Mr. Peter Wiederkehr  
[peter.wiederkehr@bmlfuw.gv.at](mailto:peter.wiederkehr@bmlfuw.gv.at)

Austrian Energy Agency  
Mr. Robin Krutak  
[robin.krutak@energyagency.at](mailto:robin.krutak@energyagency.at)

Coordination Mechanism

Partners will primarily communicate via E-Mail. The lead partner will inform participating partners by E-mail about planned activities and for exchanging information.

Besides information via E-mail a focus is set on personal communication and training as well.

Therefore pilot training seminars and pilot workshops in two member states, namely Kazakhstan and Russian Federation, have already been conducted. As these formats proved to work successfully, it is planned to induce further pilot-trainings and workshops.

Requested role of and support from the secretariat (subject to agreement with Secretariat):

- *Support for meeting organization*
- Contact persons in member states
- *Eligible costs for participants*
- Presenting the THE PEP framework in meetings/workshops
- Support in reporting to SC

## 6. Target groups

The Partnership is addressing the following target groups:

- Representatives for energy efficiency in transport from member states
- European fleet operators
- International financing institutions (Worldbank, EIB, etc.)
- European Commission (relevant DGs)
- Other relevant international organisations (polis, EPOMM, etc.)

## 7. Relation to THE PEP work plan 2014-2019 and the Goals of the Paris Declaration 2014

EcoDriving, the fuel saving, modern driving style has great potential to improve transport's health and environmental balance by saving energy and reducing greenhouse gas emissions, reducing health risks from hazardous air pollutants and enhancing traffic safety by a forward looking, relaxed driving style.

## 8. Work plan and specific expected deliverables for 2-4 years

1. Formation of the EcoDriving Task Force of the THE PEP Member States, its scope and purpose (2014)
2. Development of national/regional EcoDriving programs, including twinning programs
3. EcoDriving pilot trainings and workshops (started in 2014)
4. International THE PEP partnership on EcoDriving Workshop (2016)
  - Exchange of information and experience on EcoDriving from the member states
  - Present lessons learned from THE PEP pilot trainings
  - Review of training materials on EcoDriving for light and heavy duty vehicles
  - Recommendations for launching national programs
  - Certification scheme for EcoDriving-trainers
  - Guidelines for EcoDriving training monitoring and assessment
5. Development of suitable training programs for driver education for cars, trucks and busses (2016-2019)
6. Review of guidelines for developing EcoDriving programs (2016-2019)
7. Integration of EcoDriving into national regulations for driver training and education (2016-2019)

Especially the last three work plan tasks are potential contributions to the next High-level Meeting in 2019.

### **9. Reporting and monitoring**

The partnership will provide a regular update of the current status of implementation. Furthermore the partnership will provide an overview about the current status of implementation for the annual Steering Committee Meetings of THE PEP.

### **10. Expected financial management**

The activities of the partnership are funded by the participating member states as in kind contribution according to their possibilities and competences.

Pilot trainings and workshops (twinning programs) are financed by the hosting country, where the training takes place.

Fundings for potentially needed support from the secretariat should be included in Austria's annual financial support to the THE PEP secretariat.

## **Documentation**

### **11. Relevant accompanying document**

Austrian Energy Agency: Report on EcoDriving Workshop 31 March – 4 April 2014, Almaty, Kazakhstan, Vienna 2014

Austrian Energy Agency: Report on EcoDriving Workshop, 19–23 September 2014, Kaliningrad, Russian Federation, Vienna 2014

Letters of intent are not accompanied as the partnership was already launched in 2014 and meanwhile two pilot trainings and workshops were already conducted.

# Form for requesting establishing of a new THE PEP Partnership by the Steering Committee

## Partnership Description

### 1. Name of the Partnership

THE PEP Partnership on cycling (PC)

### 2. Objective

The partnership aims at initiating the development of a pan-European Master Plan for Cycling Promotion, supported by guidelines and tools to assist in the development of cycling promotion policies at the national level.

### 3. Scope and purpose

The scope of the partnership is focusing on 5 areas of actions:

- a) Needs assessment (infrastructure, information, financing, safety, ...) in order to identify the key areas of action on the pan-European level
- b) Develop of a pan-European Master Plan for Cycling Promotion supporting joint action for integration of cycling issues in national and super-national (pan-European) policies and existing funding schemes of international financing institutions and pan European infrastructure plans
- c) Facilitation of cycling promotion policies at the national level by developing guidelines and tools based on existing knowledge on policies and approaches to promote cycling at the national level;
- d) Sharing good practices, capacity building and training, twinning projects.
- e) Establish a network of National Cycling Officers (and/or National Cycling Representatives nominated by the member states) to facilitate the implementation of the proposed activities

### 4. List of initial partners

Austrian Federal Ministry of Agriculture, Forestry, Environment and Water Management  
French Ministry of Ecology, Sustainable Development and Energy

As of September 2015, a total of 18 Member States and the European Cyclists' Federation actively participated in the partnership.

### 5. Management arrangements

The partnership on cycling is coordinated by Austria and France. The partnership meets at least twice a year.

## **6. Target groups**

THE PEP Partnership is addressing the following target groups:

- Member States (National cycling officers and/or National Cycling Representatives nominated by the member states)
- European Cyclists Federation ECF
- International financing institutions (Worldbank, EIB, etc.)
- European Commission (relevant DGs)
- European Bicycle Manufacturers Association
- Other relevant international organisations (polis, EPOMM, etc.)

## **7. Relation to THE PEP work plan 2014-2019 and the Goals of the Paris Declaration 2014**

THE PEP partnership on cycling will follow up the decisions taken at the 4 HLM in Paris and will also contribute to the Regional Priority Goals RPG in particular to the RPG 4: to promote policies and actions conducive to healthy and safe modes of transport as called for in the Amsterdam Declaration and reaffirmed in the Draft Paris Declaration.

## **8. Work plan and specific expected deliverables for 2-4 years**

The work plan for establishing the masterplan on cycling promotion includes the following phases:

- a) Elaboration phase: Elaboration of inputs by Member States for priority areas + consolidation → draft master plan (March 2015 – Dec 2016)
- b) Negotiation phase: Negotiation of draft master plan by THE PEP Member States (Jan 2017 - Dec 2018)
- c) Adoption of the pan-European master plan for cycling promotion by the Member States of THE PEP (5th High-level meeting of THE PEP in spring 2019 in Vienna)
- d) Implementation phase (2019 onwards)

## **9. Reporting and monitoring**

The partnership will provide a regular update of the current status of implementation. This will mainly go along with the bi-annual meetings. Furthermore the partnership will provide an overview about the current status of implementation for the annual Steering Committee Meetings of THE PEP.

## **10. Expected financial management**

The activities of the partnership are funded by the participating member states according to their possibilities and competences.

## **Documentation**

### **11. Relevant accompanying document**

Summary of current status in the development of the pan-European master plan
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# Form for requesting establishing of a new THE PEP Partnership by the Steering Committee

## Partnership Description

### 1. Name of the Partnership

THE PEP Partnership for Environmentally healthy mobility in leisure and tourism (TRANSDANUBE)

### 2. Objective

Following the “Common Vision for Sustainable Mobility in Tourism” developed in the TRANSDANUBE project, the main objective of the partnership is to contribute to the development of a Danube region, which provides socially fair, economically viable, environmentally friendly and health promoting mobility and tourism for citizens and guests of the region by developing climate friendly, low-carbon and low-emission, multimodal and efficient transport systems and sustainable tourism services

### 3. Scope and purpose

Following the objective of the transnational projects TRANSDANUBE and Access2Mountain, the partnership included the following activities:

- a) Collect good practices and identify solutions for mobility management through sustainable accessibility and interconnectivity between cities and regions in the PEP member states.
- b) Develop and implement of environmentally sound mobility offers and packages like trains and busses, dial a ride busses and taxis, environmentally friendly alternative vehicles, ships and boats, and in particular focusing on promotion of health promoting human powered mobility like cycling and hiking.
- c) Strengthen the cooperation between relevant stakeholders of different levels and sectors by creating a network of regions committed to sustainable mobility for tourists and inhabitants d) increase the institutional capacity of the relevant organisation to develop, implement and operate sustainable mobility services by providing guidelines, trainings as well as organizing study visits and networking workshops.

The regions will benefit from tourists being able to reach resp. to be mobile at destinations in the hinterland of the Danube without private cars. Better accessibility and connectivity will result in further economic growth.

### 4. List of initial partners

The partnership is based on the partners of the projects Transdanube and Access2mountain. Within both projects in sum 26 partners and more than 50 observers from Austria, Belgium, Bulgaria, Czech Republic, Croatia, Germany, Hungary, Italy, Moldova, Poland, Romania, Serbia, Slovakia and Ukraine are cooperating on the issue of environmentally healthy mobility in leisure and tourism.

The Transdanube.Pearls project (follow up project of Transdanube) consists of 15 financing partners from 10 countries along the Danube + 17 Associated Strategic Partners representing national ministries, regional and local authorities as well as transport and tour operators.

## 5. Management arrangements

Lead partner: The Austrian Federal Ministry of Agriculture, Forestry, Environment and Water Management supported by the Environment Agency Austria

The partnership is expected to be implemented in the course of the currently developed follow up project of Transdanube, the Transdanube.Pearls project being submitted in the first call of the Danube Transnational Programme.

The foreseen project management mechanisms include the day-to-day project management, financial management according to program rules and quality management on the transnational as well as on the partner level. In order to ensure efficient and effective workflows, the LP (Environment Agency Austria) who is responsible to carry out these tasks, will be supported by subcontracted external experts. Guidelines and templates will support the bi-annual reporting process and secure the correct management of the project. Regular meetings will secure the exchange of information and provide an adequate platform for discussing open questions. Steering committee meetings, chaired by the LP will be organized along with the eight partner meetings, which will be held in different partner regions.

The partnerships asks THE PEP member states to support the development of the Transdanube.Pearls project. Furthermore the members states are invited to sign the common vision, which is the basis of the future work in the partnership.

THE PEP secretariat could support the partnership by providing links to the other partnerships and by supporting the dissemination of the partnership results among THE PEP member states.

## 6. Target groups

REGIONAL AUTHORITIES AND DEVELOPMENT AGENCIES will benefit from increased institutional knowledge resulting from joint action implementation and trainings. Regional mobility plans will provide a guideline for regional development beyond project lifetime. Joint transnational action will make it easier for them to position the topic of sustainable mobility on the political agenda of the relevant NATIONAL AUTHORITIES, which should integrate the project results in national policies.

TRANSPORT OPERATORS are important partners for the successful implementation of project activities. Therefore they will be involved in the development of the regional mobility plans and the development of new services. Furthermore they will be invited to participate in the trainings carried out by certified sustainable mobility managers in the regions.

TOURISM ORGANIZATION/DESTINATION MANagements have a unique argument for the development of sustainable tourism including specific products. By offering the possibility to reach their destination and to move around the destination with sustainable means of transport they can attract additional - environmentally conscious – visitors. In the trainings they will learn more about the existing sustainable mobility offers in their region and on how to improve them in the future.

INHABITANTS AND TOURISTS will benefit from new and better connected mobility services as well as information for their travel purposes incl. tourism and leisure activities.



## **7. Relation to THE PEP work plan 2014-2019 and the Goals of the Paris Declaration 2014**

This partnership supports the implementation of goals 1 and 4 of the Paris Declaration by promoting the development and practical implementation of concepts and measures environmentally healthy mobility in leisure and tourism.

## **8. Work plan and specific expected deliverables for 2-4 years**

Please describe specific activities and expected deliverables with a timetable for the next 2 to 4 years and potential contributions to the next planned High-level Meeting in 2019.

See Expression of Interest attached

## **9. Reporting and monitoring**

The partnership will provide the requested information about the project status and current important questions under discussion in the partnership for the regular Steering Committee Meetings of THE PEP. The partnership hopes to get valuable feedback of the national ministries represented in THE PEP. Monitoring will be done according to the rules of the Danube Transnational Programme (bi-annual reports, eight project steering committee meetings, internal and external quality assurance, etc.)

## **10. Expected financial management**

Given the approval of the project by the responsible authorities of the Danube Transnational Programme, funding will be provided from ERDF & IPA Funds. National/regional cofinancing will be provided by the partners.

# **Documentation**

## **11. Relevant accompanying document**

Expression of Interest submitted to the Danube Transnational Programme on October 30<sup>th</sup>, 2015

# Form for requesting establishing of a new THE PEP Partnership by the Steering Committee

## Partnership Description

### 1. Name of the Partnership

Partnership on the Integration of Transport, Health and Environmental Objectives with Urban and Spatial Planning Policies (PG5)

### 2. Objective

Ensure international co-operation and interaction to help countries in developing more sustainable transport and health-oriented urban mobility policies

### 3. Scope and purpose

- a) Organization of scientific cooperation on the problems of integration of transport and urban planning policies taking into account their possible impact on human health and the environment between related research institutes and scientific centers of participating countries
- b) Joint organization of training in the field of sustainable transport planning in relation with THE PEP Academy (new implementation mechanism of THE PEP in the Paris Declaration)
- c) Joint development and valorization (guides, seminars...) of methodical recommendations, normative guidelines and exchanges on experiences and best practices for city administrations, urban and transport planners (initiative 5.1 of the Paris Declaration) ;
- d) In case of interest from a sufficient number of Member States - preparation of proposals on a new Charter or Convention on the General principles and rules of assessment of urban planning solutions from the point of view of their impacts on transport demand generation, human health and the environment;
- e) Joint organization of international conferences and seminars for representatives of city administrations, transport authorities on issues related to transportation efficiency and safety (in Russia - in the framework of the Road Safety Federal Target Programme, with possible locations in 2015-2016 - Moscow, Lipetsk, Kaliningrad, Kazan, St. Petersburg and in France – Paris or Lyon) ;
- f) Joint organization of functioning of an international information-consulting and analytical Centre on Problems of Sustainable Urban and Transport Planning on the basis of the existing THE PEP Clearing House (with English, French, Russian and German languages) or with the use of national resources ;
- g) Establishment of a pool of accredited international experts on the problems under consideration with the issuance of " THE PEP Expert " certificates;

- h) Development of joint proposals for the creation of an international system of voluntary certification of town planning and a big construction projects for their compliance with the requirements of transport accessibility and “sustainability” for the environment and human health

#### 4. List of initial partners

The Russian Federation presented by the Ministry of Transport and as a focal point – Scientific and Research Institute of Motor Transport (NIIAT)

France represented by the Ministry of Ecology, Sustainable Development and Energy and as a focal point Directorate General for Infrastructure, Transport and the Sea

#### 5. Management arrangements

Lead partners: From Russia –Ministry of Transport and (as the operative body) -Scientific and Research Institute of Motor Transport (NIIAT) and from France - Ministry of Ecology, Sustainable Development and Energy - Directorate General for Infrastructure, Transport and the Sea

Management structure: Joint Plan of Actions and Patners Management Board

Role requested from the Secretariat (subject to agreement by the Secretariat): *assistance in meeting organization; assistance in organizing of training activity (e.g. in the framework of THE PEP Academy); support with the use of THE PEP logo as a “Quality Sign” for certificates, publications, diplomas and so on; support in reporting to SC.*

#### 6. Target groups

Ministerial officials, officials from regional and local transport and urban/spatial planning authorities, transport and urban planners, researchers and scientists, university lecturers and students, representatives from non-governmental organizations.

#### 7. Relation to THE PEP work plan 2014-2019 and the Goals of the Paris Declaration 2014

The Partnership will actively contribute to the achievement of Goal 5 of the Paris Declaration. Concrete activity of the Partnership will be a part of the existing work plan of THE PEP 2014-2019. In particular, some events in the framework of the Partnership will be realized with the use of such THE PEP instruments as “Relay Race”, THE PEP Academy, THE PEP Clearing House.

## **8. Work plan and specific expected deliverables for 2-4 years**

From the Russian side (in cooperation with France):

- there will be organized no less than 4 international conferences/seminars during 2015-2017 (in 2015- conferences in Irkutsk and Moscow);
- preparatory work during 2015-2016 on organization of MD training courses on integration of transport, health and environmental issues in urban and spatial planning;
- development of Manual on sustainable transport and mobility planning (2017).

As a potential contributions to the next planned High-level Meeting in 2019 they may be noted:

- Report on the Partnership activity;
- Manual on sustainable transport and mobility planning

## **9. Reporting and monitoring**

The Partnership will report annually to the Steering Committee. These reports will include a technical update on the activities of the Partnership and updates on any other aspect of the Partnership. For technical reporting the Partners Managing Board will constantly monitor the results of co-operative activity in accordance with the Work Plan using proper indicators (number of events, number of participants and so on).

## **10. Expected financial management**

Each participating Country will provide “in-kind” support for activity of the Partnership. Voluntary donations will be welcomed (including donations directed on support of the Secretariat activity listed above).

# **Documentation**

## **11. Relevant accompanying document**

Russia has presented the Letter of Intention earlier.

France has presented the Letter of Intention 22 April 2015