

Item 7 (a) of the provisional agenda

Managing THE PEP:

Monitoring implementation of THE PEP goals

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

Prepared by the Secretariat

I. Introduction

1. Following the Fourth High-level Meeting on Transport, Health and Environment in April 2014 in Paris, the Steering Committee and its Bureau stressed the importance of continuing monitoring the implementation of THE PEP programme and of progress made by Member States at national level toward the attainment of the five Paris 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. For this purpose, in 2011, 2012, 2013 and 2014, THE PEP Secretariat conducted a questionnaire based survey among Member States on the implementation of the Amsterdam and Paris Declarations. The results were presented to the Steering Committee at its ninth, tenth, eleventh and twelfth session and a summary report at the Fourth High-level Meeting on Transport, Health and Environment in Paris in April 2014.

3. At its twelfth session, 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 Bureau of the Steering Committee of THE PEP approved a modified questionnaire which was then circulated in September 2015 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. The conclusions highlight projects and activities undertaken at national or municipal levels as well as challenges regarding the implementation of environment and health-friendly transport policies.

4. A total of 20 Member States responded to the questionnaire. Only five of the 20 reporting Member States in 2015 also completed the questionnaire in 2011, 2012, 2013 and 2014, theoretically allowing for some limited comparisons across five years. Six Member States reported at least the last two years, providing a first basis for comparison over time. Five Member States reported for the first

time and eight participating in at least one of the previous years did not report again in 2015.

5. Replies have been received from across the region (with Central and Eastern European countries being the largest group), which allows to draw some conclusions on trends in geographical terms. Detailed replies from the years 2011, 2012, 2013, 2014 and 2015 can be found at the website of THE PEP at: <http://www.unece.org/transport-health-environment-the-pep/about-us/monitoring-implementation.html>

II. Sectors involved in reporting

6. Implementation of THE PEP goals relies on the strong engagement and collaboration of the national transport, health and environment sectors.

7. The national THE PEP focal points are the main channel of communication and are key instruments in identifying relevant existing strategies, interventions and policies at national level. The amount and sector distribution of THE PEP Focal Points can be used as an indicator for the intersectoral cooperation and lead taking in THE PEP's implementation.

8. The steady process towards a stronger collaboration between the transport, health and environment sectors, which could already be observed during the past years, is further progressing; possibly being enhanced by a fast implementation of the new Fifth goal of the Paris Declaration (to integrate transport, health and environmental objectives into urban and spatial planning policies).

9. Out of the 20 respondent countries, 13 reported that all three sectors (transport, health and environment) have contributed to the completion of the questionnaire. The lead reporting sector was environment (n=8), followed by health (n=7) and transport (n=5).

10. In countries where additional expertise is requested, specialized institutions within the own sector are often included in the reporting process (i.e. health and environment departments), NGOs, the private sector, academia and local authorities. However, this is rare.

III. 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.

11. All reporting countries are addressing goal 1 of THE PEP Paris Declaration to contribute to sustainable economic development and job creation.

12. Investments that promote an environmentally friendly and safe infrastructure are primarily focusing on the construction of new, or the reconstruction of existing rail roads. This also includes the establishment of surveillance systems, especially in regards to existing subway infrastructure.

While the investment in rail and light rail infrastructure are supported as an alternative to motorized transport, improvements in road infrastructure are still a major factor of investment.

13. Very few reporting countries focus on those investments individually. The vast majority is instead promoting clean and efficient inter-modal connections. Here, the focus particularly lies on the connection between rail and air as well as road and air. Additionally, the extension of maritime connections is playing a growing role and countries in Eastern Europe, Caucasus and Central Asia (EECCA) are putting increased effort into an infrastructural connection between the regions.

14. All reporting countries are taking measures to improve road safety mostly through the development and implementation of comprehensive national road safety plans and the establishment of road safety authorities, coordinating bodies, etc. Safety plans include law enforcement, awareness raising and capacity building, vehicle and infrastructure safety improvement as well as national research on traffic related accidents.

15. In general, the improvement of safety measures primarily targets the road user itself; however, some reported efforts in Eastern Europe also focus on secondary safety measures by increasing human capacity in rescue services.

16. Specific measures regarding the improvement of an active and environmentally friendly transport are reported by the vast majority of countries. Patterns and approaches used may however differ between the countries. While some Member States focus on the improvement of pedestrian infrastructure (extension of sidewalks and the creation of recreation zones), biking is prioritized by most reporting countries. Here, the focus lies on the creation or improvement of infrastructure (bike lanes, bike parking) but also, to some lesser extent, the establishment of public and private bike rental systems.

17. Of measures regarding the achievement of goal 1, investments in eco-tourism are addressed by the fewest countries. However, it is progressively being recognized as a way to contribute to a sustainable economic development and job creation. Despite the fact that most reporting countries implemented official national eco-tourism programs, the implementation of measures mostly falls under the responsibility of regional authorities.

18. Most reporting countries focus on the development of cycle-tourism infrastructure for sport and leisure activities, as well as the prevention and promotion of hiking and walking paths in coastal and mountain regions. Few countries are additionally introducing (sightseeing) electric busses and extending train connections between tourist destinations.

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

19. In order to manage sustainable mobility and promote a more efficient transport system, countries do follow various approaches and measures. Almost all reporting countries implemented national development plans; three of those being co-financed by the EU (e.g. European Regional Development Plan). Programs primarily focus on increasing public transportation through the development of

subway lines, (e)-buses and (e)-bus connections as well as enhancing the infrastructure for intermodal connection. Additionally, an increasing number of countries are promoting the attractiveness of cycling and walking through better infrastructure. The establishment of car-sharing systems and low-emission zones in inner-cities is still rare.

20. In general, all governments are raising awareness of mobility choices and are promoting the use of information technology to increase the efficiency of the transport system. Over 90% of all reporting countries, with exceptions in EECCA, have mechanisms in place to improve the coordination between land use and transport planning. Additionally, those countries also take measures to promote high-quality integrated public transport and are reducing the need for, and the volume of car traffic.

21. The importance of urban planning is reinforced by the increased presence of the urban planning sector in national coordinating bodies of THE PEP.

22. In the vast majority of reporting countries of the Region, main policies or programs for the management of sustainable mobility and the promotion of more efficient transport systems, are national policies targeting the public, and to some lesser extent local communities. Very few countries are directly targeting businesses through national or local policies.

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

23. All reporting countries have strategies or policies regarding at least one of the following measures: a shift in the vehicle fleet towards zero- or low-emission vehicles and fuels, clean transport modes and fostering electric mobility as well as eco-driving. Additionally, reducing noise emissions from transport activities is addressed by all but one of the reporting countries.

24. The national transport sector policies aiming at a reduction of transport-related greenhouse gases, air pollutants and noise are of the following nature:

- Noise reducing sound barriers on roads, railways, as well as for residential and public buildings; acoustic mapping
- Increase of use of lower-carbon fossil fuels, Particulate filters (Euro 4 standards), biofuels/compressed natural gas/ hybrid/electric vehicles in public and private transport
- Taxes on vehicle purchase, registration and use; taxes on motor fuels, road and parking pricing
- Tax-incentives for electrical vehicles as well as free parking, no road tolls, access to public transport lanes
- Influenced mobility needs through land-use design/regulations and infrastructure planning; prioritization of, and investment in, public transport and non-motorized transport infrastructure and amenities
- Speed reductions

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

25. All reporting countries have policies and actions conducive to healthy and safe modes of transport. In recent years there has been a shift from measures focusing on road investments to more active modes of transportation. The main focus of the policies lies on development and promotion of cycling and to some lesser extent, walking. Measures addressing urban development include barrier free environments, cycling lanes, bike parking spaces and the creation of over-and underpasses. Additionally, incentives for a combined use of public transport (e.g. the possibility to bring bikes on trains and subways) contribute to a broader integration of active and public modes of transport. Some countries also reported on ongoing individual research regarding safe modes of transport (using health assessment tools like the HEAT for walking and cycling).

26. All but one country reported on existing transport policies and actions focusing on vulnerable groups. Most policies and actions address increasing availability and accessibility of public transport for people with disabilities. Inequalities in access to transport, in particular for people with disabilities, are addressed by a large number of policies and actions, in particular in Eastern European and SEE countries. These policies do cover a large variety of measures, reaching from urban development policies to create urban barrier free environments through construction of new amenities or rehabilitation of existing infrastructures, adaptation of the transport infrastructure (bus and train stations etc.) and vehicles to specific groups of users (children, persons with disabilities, the elderly, etc.). However, people with disabilities build the main target group; whereas fewer campaigns and policies (mainly in Central and Western Europe) focus on children.

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

27. All respondent countries reported existing mechanisms for the planning of (in order of frequency) transport, environment, housing, energy, tourism and sport. However, administrative levels differ between the countries.

28. Most of the above mentioned sectors are integrated in national and local policies, while integration on subnational level is less frequent. While the housing and sports sector are almost equally represented in both national and local policies, energy is more often addressed on national level. Tourism is generally less frequently addressed.

29. Most respondent countries integrated environmental objects on national, subnational and local level, demonstrating a high intersectoral cooperation in this field. This is also the case for the transport sector. However, here the focus lies on local and national level while, corresponding to the overall trend, the subnational level is underrepresented.

30. In general, all except one of the respondent Member States indicated that spatial planning is coordinated between the mentioned authorities.

31. Almost all reporting countries 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.

32. Two thirds of the reporting countries indicated that there are national capacity building initiatives on integrating transport, health and environmental objectives into urban and spatial planning policies. This is, however, not the case for most reporting EECCA countries. Most of the countries reporting on existing national capacity building initiatives do this in combination of academic education and training of professionals. Additional initiatives range from promotional measures to the establishment of centers of excellence to help prepare and implement actions related to complex aspects of urban development.

Overall main achievements since September 2014

33. Developments in achieving the Paris Declaration Goals follow various approaches and measures.

34. Several of the reporting countries implement THE PEP through spatial development acts, reassuring the best possible conditions for safe, efficient and healthy modes of transport. Projects regarding safety range from the establishment of databases on European level to better enforce existing legislations, the implementation of information and monitoring systems.

35. Many reporting countries are working towards priority goals 2, 3 and 4 by implementing cycling strategies in national health policies. Concrete measures in this field are primarily carried out on infrastructural level. However, some countries also reported on the promotion of alternative modes of traffic in form of electric and hybrid vehicles. Additionally, action plans on health and environmental education are set into place.

IV. Implementation of THE PEP

36. In the Paris Declaration of THE PEP, Member States called for the development of National Transport, Health and Environment Action Plans (NTHEAPs) by making use of existing mechanisms, plans and programs in the field of transport, health and environment or by building on national processes across the three sectors.

37. Every fourth reporting country has either implemented or adopted a national transport, health and environment action plan. Finalized and implemented NTHEAPs are more common in the Western part of the Region. However, many countries have NTHEAPs planned or already have them in preparation. 80% of the NTHEAPs are at national level and 20% are part of an existing national environment and health action plan (NEHAP). None of the NTHEAPs are reported to be stand-alone documents. However, only half of the countries with NTHEAPs found THE PEP helpful in the development of their NTHEAPs.

38. Half of the reporting countries have contributed to past relay race workshops. Most contributions were provided through technical expertise from

across the region. Additionally, half of the technically contributing countries also provided financial support, which marks a strong increase to previous years.

39. While countries across the entire region provided technical expertise to the workshops, double contribution in form of technical and financial support was only provided by three countries.

40. Countries supporting THE PEP's relay race workshops are also contributing to THE PEP partnership in form of technical expertise (one additionally in direct financial contribution) in the field of cycling, and to some lesser extent in partnerships on the health economic assessment of walking and cycling. Contributions to the Partnerships on eco-driving and on the new Paris Goal 5 are still rare.

41. Only one third of the reporting countries can rely on formal networks of professionals (apart from the Focal Points) to support the implementation of THE PEP. These networks can be of varying nature and there can also be several networks operating in parallel in a country. Possible types of networks are: Governmental coordination mechanism mainly focusing on intersectoral work either at national and/ or local level, environmental health professionals groups and associations; regional planning forums, NGOs working group monitoring and/or promoting THE PEP implementation, other networks operating in the area of transport, mobility and health, e.g. WHO Healthy Cities Networks, national cycling task force and associations.

42. Coordination networks (governmental and other) are represented throughout the whole region but are more likely to be systematically funded and politically supported by governments in Western Europe.

V. Policy and regulatory framework

43. THE PEP is formally coordinated by a governmental body or structure in one third of the reporting countries, with no geographical disparity. Most national coordinating bodies are composed of representatives of the environment, health and transport sector, reflecting THE PEP Focal Points and underscoring the importance of nominating three Focal Points per country. Finance, academia, education, spatial or urban planning are less often represented but are starting to play an increasing role.

44. About 70% of the respondent countries reported that integrated policy making for the three THE PEP sectors is also reflected in other national policy documents. A lack of institutional integration is more prevalent in the Eastern part of the Region.

45. Documents can be of varying nature and there can also be several documents relevant in parallel in a country (e.g. policies on climate change and climate protection, transport strategies and safety plans, NEHAPs, strategies for sustainable development, public health reports, legislations on noise management, general urban land plans and strategic environmental assessments). Almost all of the countries with coordinating bodies also reported that public awareness in relation to the integration of the three sectors is included. Additionally, public

budgets to foster integrated policy making between transport, health and environment are available; this however is less the case for countries in the eastern part of the Region.

46. In 70% of the respondent countries (all in Western and Central Europe), national policies or legal measures are in place requiring public consultation and stakeholder involvement in decision making processes in the field of transport, health and environment.

47. Almost half of the respondent countries indicated that they currently have a national action plan for the promotion of cycling. This is primarily the case for countries from Central Europe (with few exceptions in Western and Northern Europe). The steep progress in this field highlights the potential for the development of an international master plan for cycling through the newly established THE PEP Partnership for cycling.

VI. Future of THE PEP

Main successes of THE PEP

48. Most Member States see the biggest advantage of THE PEP in stimulating national action in the field of transport, health and environment, with various concrete actions including:

- Establishment of sustainable mobility working groups with the overall aim to contribute to THE PEP;
- Collaboration between THE PEP Member States to develop a network of tourist destinations, accessible by sustainable means of transport;
- Integration of HEAT for walking and cycling in decision making process, use of THE PEP ToolBox and Clearing House;
- National and international conferences in the field of transport, health and environment;
- Impulse for implementation of new projects and policies regarding sustainable (public) transport, regional sustainable development, e-mobility and eco-tourism;
- Collaboration with Member States for the electrification of regional and cross-border railways;
- Coordinated development of cycling and walking infrastructure as well as awareness raising programs; and
- Increased awareness of the importance of intersectoral cooperation of transport, health and environment.

Weaknesses of THE PEP

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

- Lack of national capacity resulting in lack of communication and cooperation between the relevant sectors;
- Difficulty in implementation of international agreements on national and local level;

- No direct financial support for the implementation of THE PEP
- Lack of a coordinating body at national level;
- Voluntary nature of THE PEP (THE PEP is not a legally binding document); and
- Language barriers.

Recommendations

50. In response to the above mentioned challenges, the review could identify recommendations for further strengthening THE PEP and to better meet the needs of the Member States by:

- Strengthening the implementation mechanisms of THE PEP of (capacity building, establishment of a coordinating body at national level);
- Continuing and further strengthening the exchange of knowledge and good practices through workshops, seminars and documents at international level;
- Support in identifying and accessing international funding options;
- Establishment of concrete (pilot) projects in the sectors of transport, health and environment to raise awareness and motivation of national authorities;
- Develop country-specific rather than regional projects;
- Stimulate more awareness by requesting (re-)appointment of focal points and creation of national coordinating bodies;
- Translation of relevant documents and tools to national languages to lower language barriers;
- Define indicators across the three sectors for better monitoring; and
- Increase visibility at international events.

VII. Concluding considerations

51. 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.

52. 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.

53. 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 action.

54. The provided information on the addressed priority areas across the region reflects unequal availability of funds, political support and tools. However, overall, major achievements towards the national implementation of THE PEP have been reported. The new priority goal 5 of the Paris Declaration is being addressed in most respondent countries. However, despite there being many policies and legal measures in place, respondent countries also indicated that there are a lot of opportunities for improving national capacity building initiatives on integrating transport, health and environment objectives into urban and spatial planning policies.

55. Overall 20 countries submitted a questionnaire in fall 2015, marking a sharp increase to the previous year. The high number of respondents could be connected to the appointment of new THE PEP focal points and increased awareness of Member States. However, there is still need for investigating the challenges and limitations that non-engaged countries face in the process, in order to identify and address these aspects through THE PEP work programme.
