

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

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

**Prepared by the Secretariat**

### **I. Background**

1. THE PEP partnerships were established through the terms of reference (ToR) adopted by the Steering Committee at its eighth session. Based on practical experience and in view of the establishment of new Partnerships, the Steering Committee discussed a revision of the terms of reference and entrusted the Bureau to finalize and approve them on its behalf. Final updated terms of reference for THE PEP Partnership were approved by the Bureau at its twenty-ninth meeting.
2. As per the proposed revised Terms of Reference for THE PEP Partnerships, 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.
3. 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 and reporting to the Steering Committee.

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

4. 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.
5. The Committee entrusted the Bureau to approve possible changes to the Partnership Descriptions at its 29<sup>th</sup> meeting. The completed forms are listed below as approved by the Bureau.

# 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

To support the development and implementation of Eco-Driving at national and local level and elaborate guidelines, tools as well as practical trainings 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 training approaches, notably within the context of THE PEP relay/race events, other international and national conferences and events,
- Promote the establishment of training 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

#### **Austria**

Austrian Federal Ministry of Agriculture, Forestry, Environment and Water Management

Mr. Robert Thaler, robert.thaler@bmlfuw.gv.at

Mr. Peter Wiederkehr, peter.wiederkehr@bmlfuw.gv.at

Vienna, Austria

Austrian Energy Agency

Mr. Robin Krutak, robin.krutak@energyagency.at

Vienna, Austria

#### **Kazakhstan**

UNDP-GEF Project "City of Almaty Sustainable Transport"

Mrs. Yelena Yezakovich, yelena.yezakovich@undp.org

Almaty, Republic of Kazakhstan

## **Russia**

United Nations Development Programme  
Reducing GHG emissions from road transport  
in Russia's medium-sized cities

Mr. Nikolai Kharitoshkin, nikolai.kharitoshkin@undp.org

Mrs. Rimma Filippova, rimma.filippova@undp.org

Moscow, Russia

NIIAT Scientific and Research Institute of Motor Transport

Mr. Vadim Donchenko, donchenko@niiat.ru

Moscow, Russia

### **Possible Future partners, who expressed their interest:**

- Belarus
- Bosnia and Herzegovina
- China

## **5. Management arrangements**

### Lead Partners:

Austrian Federal Ministry of Agriculture, Forestry, Environment and Water Management

Mr. Robert Thaler, robert.thaler@bmlfuw.gv.at

Mr. Peter Wiederkehr, peter.wiederkehr@bmlfuw.gv.at

Austrian Energy Agency

Mr. Robin Krutak, 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:

- Support for meeting organization
- Contact persons in Member States and links to THE PEP national focal points
- Support for the active involvement for representatives of eligible Member States
- Presenting the THE PEP framework in meetings/workshops
- Support in reporting to Steering Committee

## 6. Target groups

PED 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. The partnership therefore contributes to the priority goals 1,2 and 3 of the Paris Declaration 2014.

## 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

PED will provide regular updates of the current status of implementation to the governing bodies of THE PEP.

## 10. Expected financial management

The activities of the partnership are funded by the participating Member States as according to their possibilities (financial and/or in kind contribution) and competences.  
Practical trainings and workshops (twinning programs) are financed by the host country, covering the costs where the training takes place.

## 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 required as per decision of the Steering Committee at its 13<sup>th</sup> Session regarding existing THE PEP Partnerships. PED was already launched in 2014 and two pilot trainings and workshops were already conducted.

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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 on 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 is asked to support the partnership by providing links to THE PEP National Focal Points as well as 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**

See Expression of Interest attached (time table included)

## **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 seeks to get available 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.

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## Documentation

### 11. Relevant accompanying document

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

Letters of intent are not required as per decision of the Steering Committee at its 13<sup>th</sup> Session regarding existing THE PEP Partnerships.

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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 on Cycling (PC)

### 2. Objective

To develop a pan-European Master Plan for Cycling Promotion, guidelines and tools to assist in the development of cycling promotion policies at the national level as decided in the THE PEP Paris Declaration, Para IV.10.

### 3. Scope and purpose

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

1. Needs assessment (infrastructure, information, financing, safety, ...) in order to identify the key areas of action on the pan-European level
2. 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
3. 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;
4. Sharing good practices, capacity building and training, twinning projects.
5. 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

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



## **5. Management arrangements**

Lead partners: The partnership on cycling is coordinated by Austria and France and overseen by the Steering Committee of THE PEP. The partnership meets at least twice a year. THE PEP Secretariat will collaborate and serve as link to THE PEP National Focal Points and ensure a close cooperation with THE PEP Partnership on HEAT and the work plans of the UNECE Divisions for Environment and Sustainable Transport.

## **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, in particular the decision in THE Paris Declaration, Para IV.10.: “Decide to initiate 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. This new initiative will be undertaken within the framework of THE PEP partnerships”. THE Partnership 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:

1. Elaboration phase: Elaboration of inputs by Member States for priority areas + consolidation → draft master plan (March 2015 – Dec 2016)
2. Negotiation phase: Negotiation of draft master plan by THE PEP Member States (Jan 2017 - Dec 2018)
3. 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)
4. 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**

Letters of intent are not required as per decision of the Steering Committee at its 13<sup>th</sup> Session regarding existing THE PEP Partnerships.

Summary of current status in the development of the pan-European master plan

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