

Item 8 (a) of the provisional agenda

Managing THE PEP

Monitoring progress in the 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 Third High-level Meeting on Transport, Health and Environment in January 2009 in Amsterdam, the Steering Committee and its Bureau underlined the importance of monitoring the implementation of THE PEP programme and of progress made by Member States at national level toward the attainment of the four Amsterdam Goals.

2. For this purpose, in 2011-2014, THE PEP Secretariat conducted a questionnaire based survey among Member States on the implementation of the Amsterdam Declaration. The results were presented to the Steering Committee at its ninth, tenth, 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. Following the Fourth High-level Meeting on Transport, Health and Environment (4HLM) in Paris, the Steering Committee and its Bureau stressed the importance of continuing monitoring the implementation of THE PEP programme 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 first survey covering the Fifth Goal was conducted in 2015.

4. In Fall 2016 the questionnaire assessing progress made by Member States at national level toward the attainment of the five Paris Goals, was circulated to all Member States of the UNECE-WHO/Europe region that have at least one THE PEP Focal Point 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, achievements, challenges and enabling factors as well recommendations for further strengthening the process.

5. This activity aims: to contribute to understanding about policy-making processes that integrate transport, health and environment issues more effectively; to facilitate the assessment of progress made; and to 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.

6. A total of 14 Member States responded to the questionnaire. Five of the 14 reporting Member States also completed the questionnaire in 2011, 2012, 2013, 2014 and 2015. Ten Member States reported at least the last two years, providing a first basis for comparison over time. Ten participating in 2015 did not report again in 2016.

7. Replies have been received from across the region, however, the relatively low number of replies and insufficient geographical coverage limits the possibility to have a comprehensive picture on existing trends and draw accurate conclusions. Detailed replies from the years 2011, 2012, 2013, 2014, 2015 and 2016 can be found at the website of THE PEP at: <https://www.unece.org/transport-health-environment-the-pep/about-us/monitoring-implementation.html>

II. Sectors involved in reporting

8. The overall concept of THE PEP process is to promote the integration of transport, health and environmental policies. This is a complex issue requiring an efficient system of coordination across these sectors. Implementation of THE PEP goals relies on the strong engagement and collaboration of the national transport, health and environment counterparts.

9. The national THE PEP focal points are the main channel of communication and the key instrument in identifying relevant existing strategies, interventions and policies at national level. The number and sector distribution of THE PEP Focal Points can be used as an indicator for the intersectoral cooperation and the strong precondition for the successful implementation of THE PEP.

10. Out of the 14 respondent countries, 9 reported that all three sectors (transport, health and environment) have contributed to the completion of the questionnaire. One reported that no other sector than the lead reporting sector had contributed to the questionnaire, indicating a lack of coordination between the three sectors. In most cases (6 countries) the lead reporting sector was environment, which was followed by the health (5 countries) and transport (3 countries).

11. Focal Points were requested to draw the questionnaire survey to the attention of all involved in the area of transport, health and environmental policies and who might be able to provide relevant information. Seven respondent countries included various institutions and organizations in the reporting process e.g. local authorities, NGOs, the private sector and academia.

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

12. Transport is central to economic and social development and a driver for growth in the modern society. All respondent countries demonstrated their commitment towards addressing Goal 1 of THE PEP Paris Declaration. Nine countries reported to have the national policy documents supporting the development of sustainable transport systems through shifting to more environmentally efficient modes, such as public and non-motorized transport.

13. There is a wide recognition among Member States that investments in public transport and infrastructure that promotes walking and cycling, can generate jobs, improve well-being and add considerable value to the regional and national economies. Majority of countries take specific measures regarding the improvement of active mobility and environmental friendly transport, however, the patterns and approaches differ between the countries. Some Member States are more focused on the strengthening the capacity through developing national strategies, manuals, guidebook and awareness raising of stakeholders, while others focus on more practical aspects like the improvement of particular infrastructure by constructing cycling network and sidewalks, developing recreation zones, installing electric charging stations for electric bikes, establishing the public and private bike rental systems etc. One country reported on developing an aerial cable car as transport mean in the capital city.

14. Road traffic injuries have a huge impact on health and development. Low and middle-income countries have double fatality rates of high-income countries. All reporting countries are taking measures to improve road safety mostly through the development and implementation of comprehensive national road safety plans and strengthening the road safety authorities, coordinating bodies, etc.

15. Majority of the countries have national eco-tourism programs and it is considered as a stimulating factor to a sustainable economic development and job creation, however investments in eco-tourism are addressed by the fewest countries. Most reporting countries focus on the development of cycle-tourism infrastructure for sport and leisure activities, as well as the promotion of hiking and walking paths in coastal and mountain regions. Three countries reported that EuroVelo routes are passing through their countries that encourages further development of relevant infrastructure which on its turn creates additional jobs and supports economic growth.

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

16. Majority of countries make increased efforts on promoting clean and efficient transport system that is accessible, available, affordable and safe for all groups of society, including those with disabilities. All reporting countries implement national development plans that focus on increasing public transportation, renewing a national vehicle fleet, promoting new engine technology and use of better quality fuels.

17. All governments take measures to raise awareness of mobility choices and promote the use of information technology to increase the efficiency of the transport system.

18. 80% of the reporting countries have mechanisms in place to improve the coordination between land use and transport planning.

19. All governments take measures to promote high quality integrated public transport and reduce the volume of car traffic. Some countries achieve this through extension of the public transport network, introducing CNG busses, constructing new subway stations, while others take measures like synchronizing time tables for public transport, uniforming tariffs for public transport tickets, promoting frequent travelers and encouraging car sharing, though the latter is still rare.

20. In some countries the Ministry of Environment and national and local public health institutions have a mandate to coordinate the activities of the municipalities. In some cities transport plans for municipalities are mandatory and it is expected that city planners and transport providers consider the safety, comfort, convenience and connectivity of the public transport, as well as specific needs of cyclists and pedestrians. The importance of urban planning is reinforced by the increased presence of the urban planning sector in national coordinating bodies of THE PEP.

21. However, in the vast majority of reporting countries, main policies or programs for the management of sustainable mobility and the promotion of more efficient transport systems, are still national. Sustainable mobility aspects are addressed in local plans and programs to the lesser extent.

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

22. There is a wide acknowledgement in the respondent countries that air pollution, noise and transport-related greenhouse gases are not only the concern to human health, but to an overall development issue. All reporting countries have policies regarding at least one of the following measures: supporting a shift in the fleet towards zero- or low-emission vehicles and clean transport modes; promoting use of high quality fuels; and fostering electric mobility as well as eco-driving.

23. Increasing number of countries introduce tax incentives and financial support for purchasing and using alternative fueled vehicles, particulate filters, biofuels/compressed natural gas and hybrid/electric vehicles. Providing free parking and access to public transport lanes were also reported by some countries as effective incentives for encouraging to shift to cleaner transport modes.

24. EU member countries are obliged to meet the requirements of Noise Directives, while others are taking various measures to the extent they afford, including installing noise reducing sound barriers on highways and railways or planting trees on the roadsides of residential and public buildings.

25. Some countries reported that cities, parties to Covenant of Mayors, set the targets aiming at a reduction of GHG, including those from the transport sector, by 20% by 2020. In some countries state agencies have procured electric vehicles to encourage using of low-emission transportation in the cities.

26. Some countries have incorporated eco-driving in the Safety Code and the relevant aspects have been integrated in the driving license tests.

27. To ensure better monitoring and follow the trends of air quality, two countries reported on extending ambient air monitoring stations.

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

28. All reporting countries have policies and actions conducive to healthy and safe modes of transport. Countries take various actions to promote sustainable transport for improving the liveability of cities and the health of its citizens.

29. The main focus lies on upgrading public transport fleet through replacing gradually by clean vehicles and promotion of cycling and walking. Measures addressing urban development include barrier free environments, cycling lanes, bicycle parking facilities 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.

30. 12 Member States reported on existing transport policies and actions focusing on people with disabilities and other vulnerable groups (children, the elderly, etc.). These policies do cover a large variety of measures, reaching from creation of urban barrier free environments to adaptation of the transport infrastructure (bus and train stations etc.) and vehicles to specific groups of users.

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

31. All respondent countries reported on existing mechanisms for the planning of transport, environment, housing, energy, tourism and sport. However, administrative levels differ between the countries.

32. Most of the above mentioned sectors are integrated in national and local policies. 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.

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

34. 12 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.

35. 12 reporting countries indicated that there are national capacity building initiatives on integrating transport, health and environmental objectives into the urban and spatial planning policies. Most of these initiatives are implemented in combination of academic education and training of professionals. Additional initiatives include developing legal and financial schemes supporting implementation of actions related to complex aspects of urban development.

Overall main achievements since September 2015

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

37. All governments are taking measures to support integration of environment and health aspects into transport policy through encouraging dialogue between policy-makers in these three sectors, promoting awareness raising strategies, examining some of the major institutional barriers to the integration of transport policy with other policy sectors and identifying measures for overcoming these institutional barriers that are currently being used in different governments across.

38. Some countries reported on issuing joint ministerial decree on issues related to the technical requirements of the transport network, indicating a strong coordination between the three sectors.

39. Increasing number of countries are promoting alternative modes of traffic in form of electric and hybrid vehicles. Many reporting countries are working towards priority goals 2, 3 and 4 by implementing cycling strategies in national health policies. Actions are taken on encouraging wider use of public transport and reducing stress and traffic. Concrete measures are carried out on infrastructural level.

IV. Implementation of THE PEP

40. In the Paris Declaration of THE PEP, Member States called for further strengthening THE PEP implementation mechanisms as the means by which THE PEP workplan 2014–2020 will be implemented, namely through: National Transport, Health and Environment Action Plans (NTHEAPs), THE PEP Relay Race (Staffette), THE PEP Partnerships.

NTHEAPs

41. Out of 14 respondent countries only three countries have implemented a national transport, health and environment action plan. All these three countries are western part of the region and all NTHEAPs are at national level. Additionally, four countries reported that the preparation of the NTHEAPs are planned or already have them in preparation, however in most cases they are part of the national environment and health action plans (NEHAP). Five countries reported that preparation of the NTHEAP is not planned. One country, out of three countries with NTHEAPs, found THE PEP helpful in the development of the NTHEAP.

THE PEP Relay Race

42. Ten Relay Race workshops took place in the period of 2009-2016. Out of 14 reporting countries only five have contributed to these events. Most contributions were provided through technical expertise from across the region, though three countries also provided financial support.

THE PEP Partnership

43. Seven countries contributed to THE PEP partnership in the form of technical expertise, additionally, three of the technically contributing countries also provided direct financial contribution, mostly in the field of cycling promotion (5 countries); health economic assessment of walking and cycling (3 countries); signs and signals for pedestrians and cyclists (2 countries); also on jobs in green and healthy transport (1 country); TRANSDANUBE and ACCESS2MOUNTAIN (1 country); and eco-driving (1 country).

44. One country provided contribution to the Partnership on the new Paris Goal 5 with both, technical expertise and direct financial support.

45. Only four countries reported that they 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. Most common types of networks are: Governmental coordination mechanisms focusing on intersectoral work either at national and/ or local level, environmental health professionals' groups and associations; NGOs, national cycling task force and associations.

V. Policy and regulatory framework

46. THE PEP is formally coordinated by a governmental body or structure in five reporting countries. Most national coordinating bodies are composed of representatives of the transport, health and environment sectors. Financial, academic, spatial or urban planning authorities are playing an important role in two reporting countries.

47. About 80% of the respondent countries reported that integration of the three THE PEP sectors are reflected in a number of legal and policy documents of various nature, e.g. NEHAPs, NEAPs, strategies for sustainable development, policies on climate change, transport strategies and safety plans, clean air acts, public health reports, legislations on noise management, general urban land plans and other policy documents.

48. In half of the reporting countries public awareness issues in relation to the integration of the three sectors, are addressed in relevant national documents.

49. 10 countries reported that there is no public budget or any economic incentives available specifically to support integration of the transport, health and environment sectors.

50. In 80% of the respondent countries, 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.

51. Only four 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 and Western Europe. Pan-European Master Plan for cycling promotion being developed under THE PEP Partnership for cycling, will encourage transport policymakers and urban planners to consider the health and environmental impacts of transport and address them through shared policy approaches.

VI. Future of THE PEP

52. The vast majority of countries emphasized the positive role of THE PEP in stimulating Member States to integrate transport, health and environment policies, with various concrete actions, including:

- Increase awareness of the importance of intersectoral cooperation of transport, health and environment among public servants and decision makers
- Promote collaboration between THE PEP Member States and share the best practices and knowledge
- Participate in national and international conferences in the field of transport, health and environment
- Develop cycling and walking infrastructure

- Elaborate and implement awareness raising programs
- Integrate the HEAT for walking and cycling in decision making process
- Stimulate the implementation of new projects and policies promoting the sustainable transport

Weaknesses of THE PEP

53. As the main challenges of THE PEP for stimulating national actions, Member States listed the following:

- Non-binding nature of THE PEP
- Absence of financial mechanisms to support the implementation of THE PEP
- Lack of the country specific approach
- Lack of national capacity to adequately respond to THE PEP recommendations
- Lack of a coordinating body at national level
- Language barriers

Recommendations

54. Recommendations for further strengthening THE PEP and better meeting the needs of the Member States:

- Strengthening the capacity building efforts for Member States in implementation of THE PEP at national level
- Continuing and further strengthening the exchange of knowledge and good practices through workshops, seminars and documents at international level
- Defining the financial support mechanism and promoting the access to international funding options
- Defining and implementing activities for raising awareness and motivation of national authorities
- Developing country-specific rather than regional projects
- Translating relevant documents and tools to national languages to lower language barriers

VII. Concluding considerations

55. The electronic questionnaire is an effective tool for regular monitoring of THE PEP implementation. Overall, 30% of the Member States submitted the questionnaire in 2016. Obtained information was essential for reporting back on implementation of THE PEP. However, in some cases, the answers were very general, while in other cases they were too detailed providing information on projects or activities of local importance. It was also observed that instead of concrete answers some focal points have provided only the links of country reports and different policy documents that complicated to conduct the proper analysis.

56. It is important to note that this is a voluntary reporting process and accuracy of provided information is the sole responsibility of the focal points.

57. Generally, the provided information on the addressed priority areas across the region reflects unequal availability of funds, political support and tools. Nevertheless, the process towards a stronger collaboration between the transport, health and environment sectors is gradually progressing and achievements on the way to the national implementation of THE PEP, have been reported.

58. As in previous years, to a large extent, replies were received from the countries been more actively engaged in THE PEP implementation, through the various THE PEP implementation mechanisms (Relay Race, Partnerships, NTHEAPs). This is a clear indication that direct engagement and involvement in THE PEP does provide value added to Member States. However, there is still a 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. It also encourages further investing in the elements of THE PEP.

59. To better illustrate the progress achieved by countries in the implementation of THE PEP, a synthesis report, summarizing the trends in the recent five years, may be instrumental for defining more effective measures and future planning.

60. Comments are welcome from THE PEP Steering Committee regarding its further improvements.
