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Europe

# Transport, Health and Environment Pan-European Programme

From Paris 2014 to Vienna 2019



UNITED NATIONS

# THE PEP Vision

## Green and healthy mobility and transport for sustainable livelihoods for all.

### About THE PEP

Recognizing the crucial connection between transport, health and the environment, high level representatives of transport, health and environment sectors of the pan European region established the Transport, Health and Environment Pan European Programme (THE PEP) in 2002. THE PEP is a unique intersectoral and intergovernmental policy framework to promote mobility and transport strategies that integrate environmental and health concerns.

It involves the transport, health and environment sectors of 56 member States in the UNECE-WHO European region, including also intergovernmental organizations and civil society in support of integrated approaches and solutions to achieve sustainable and healthy transport and mobility all over Europe. UNECE (Environment and Sustainable Transport Divisions) and WHO Regional Office for Europe provide the secretariat for the process.





## From Paris 2014 to Vienna 2019

At the Fourth High-level Meeting on Transport, Health and Environment held in Paris in 2014, countries adopted the Paris Declaration, which carries forward the four priority goals from the 2009 Amsterdam Declaration, and added a fifth:

1. **To contribute to sustainable economic development and health-friendly transport** by directing investments towards the development of transport infrastructure that promotes safety, environment and health and has the highest job creation potential, including rail and light rail; clean and efficient public transport, efficient intermodal connections; safety measures in road transport; and infrastructure for active and environmentally friendly transport;
2. **To manage sustainable mobility and promote a more efficient transport system** by promoting mobility management schemes for businesses, schools, leisure activities, communities and cities, raising awareness of mobility choices by improving the coordination between land use and transport planning and promoting the use of information technology;
3. **To reduce emissions of transport-related greenhouse gases, air pollutants and noise** by supporting a shift in the vehicle fleet towards zero- or low-emission vehicles and fuels based on renewable energy; promoting a shift towards clean transport modes and fostering electric mobility as well as ecodriving;
4. **To promote policies and actions conducive to healthy and safe modes of transport** by designing and modernizing urban areas and human settlements to improve the conditions for safe and physically active mobility, including infrastructure for walking and cycling, and efficient and accessible public transport, particularly focused on vulnerable groups such as children and persons with reduced mobility;
5. **To integrate transport, health and environmental objectives into urban and spatial planning policies** by developing capacities and frameworks for integrated urban and spatial 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. In doing so, we will strengthen the adaptation of urban environments as well as mobility and transport systems to demographic and environmental change.

The Fifth High-level meeting will be held in Vienna in 2019, hosted by the Government of Austria.

# The Challenges

## Air pollution

Ozone, particulate matter, lead, sulphur dioxide, nitric oxide and carbon dioxide: are associated with asthma, cardio vascular and respiratory diseases, allergies and reduced lung function; can shorten people's lives period.

## Physical inactivity

Lack of physical activity due to high level use of motorized transport is an important risk factor for cardiovascular diseases, diabetes type II, hypertension, some forms of cancer, depression and unhealthy bodyweight.

## Noise

Exposure to a high level of noise can cause sleep disturbance, fatigue, decreased performance, hypertension and ischemic heart disease.

## Urban sprawl

This encourages the use of cars as a means of transportation, increases negative impacts and discourages walking and cycling.

## Where is the solution ?

## Landscape degradation

Building more roads causes habitat and landscape fragmentation, influences the water regime and damages ecologically sensitive areas.

## Water and soil pollution

This includes salt from winter road maintenance and pollution from washing cars, brake pad debris and other vehicle operations.

## Deaths, injuries and their social-psychological impacts

Road accidents are the leading causes of death among children and young people. They cause also post traumatic stress and fear of crashes.

## Climate change and energy use

A large share of energy consumption all energy for transport comes from fossil fuels – a major source of greenhouse gases emissions.

# THE PEP Solutions

## Priority areas of work

### 1 Integration of environmental and health aspects into transport policy

- National strategies or action plans for sustainable transport
- Environment and health targets, monitoring and reporting
- Information and good practices sharing, capacity-building
- Mechanisms to integrate the environment and health concerns into transport policies

### 2 Demand side management and modal shift

- Modal shift towards transport modes that are sustainable for health and the environment
- Mobility management for environmentally friendly, healthy and efficient passenger and freight transport
- Awareness raising and influencing mobility patterns and drivers' behaviour (ecodriving)
- Promotion of electric mobility and innovative multimodal mobility services and sharing systems

### 3 Urban transport

- Urban plans for sustainable transport
- Integration of transport, health and environmental objectives into urban and spatial planning policies
- High-quality and integrated urban, interurban and regional public transport reducing the need for car traffic
- Improve conditions and infrastructure for safe cycling and walking



### 4 Cross-cutting issues

- Specific needs of countries with economies in transition
- Issues related to particularly ecologically sensitive areas
- Special care for groups at high risk, in particular children
- Policies to support the internalization of health and environmental costs generated by transport activities



# Reaching THE PEP goals

## National transport, health and environment action plans (NTHEAPs)

provide a comprehensive and intersectoral way to plan and take action on transport, environment and health at the national level.

## THE PEP Relay race workshops

share knowledge across the pan-European region by passing the “baton” from city to city to disseminate good practices in sustainable and healthy urban mobility and transport. Workshops also recommend action points for policymakers to implement an integrated policy approach to transport, health and environment.

## THE PEP Partnerships

provide THE PEP with an effective mechanism to stimulate and promote co-operation among member States, IGOs and NGOs to develop concrete projects with visible results as well as to provide technical capacity to support member States in implementing THE PEP at the national level.

## THE PEP Academy

strengthens capacities of key stakeholders, including policy makers, civil servants, practitioners and academics for integrated transport, health, environment and spatial planning, facilitating the uptake of new knowledge. It links science, policy and practice.



## Tools developed or applied by THE PEP

- THE PEP Clearing House: [www.thepep.org/CHWebSite/](http://www.thepep.org/CHWebSite/)
- Health economic assessment tool (HEAT) for walking and cycling: [www.heatwalkingcycling.org](http://www.heatwalkingcycling.org)
- THE PEP Tool box: [www.healthytransport.com](http://www.healthytransport.com)
- For Future Inland Transport Systems (ForFITS) CO<sub>2</sub> scenario-building policy tool: [www.unece.org/trans/theme\\_forfits.html](http://www.unece.org/trans/theme_forfits.html)

# THE PEP Partnerships

## Partnership on Health Economic Assessment Tools (PHEAT)

The HEAT Partnership supports the development of guidance and practical tools for estimating the economic value of the health impacts of regular walking or cycling. HEAT is based on the best available scientific evidence and can be adapted to fit specific situations. Coordinating partner: WHO-Europe.

Health economic assessment tools (HEAT) for walking and for cycling



**Partnership on Cycling Promotion (PCP)** aims to strengthen and extend the existing network of cycling officers; to develop a pan-European Master Plan for Cycling Promotion; to share good practices; and to develop guidelines and tools. The Master Plan for Cycling Promotion will be launched at the Fifth High-level Meeting on Transport, Health and Environment in Austria in 2019. Coordinating partners: Austria and France.



**Partnership on Eco-Driving (PED)** aims to disseminate knowledge and good practices about eco-driving and its implementation. It promotes harmonized certification schemes and training materials for trainers and driving schools on eco-driving. The Eco-Driving partnership was launched at the International klimaaktiv mobil Conference in Vienna 2014. Practical eco-driving training workshops already took place. Coordinating partner: Austria.



**Partnership on Jobs in Green and Healthy Transport (PJGHT)** aims to stimulate a debate and shared understanding on jobs in green and healthy transport, analyse the potential for greening “old” jobs and creating “new green” jobs in transport and mobility and assess the qualitative and quantitative impacts on the environment, health, transport and economy. Coordinating partners: Austria, UNEP, UNECE and WHO-Europe.



**Partnership on the Integration of Transport, Health and Environmental Objectives into Urban and Spatial Planning (PG5)** aims to facilitate the discussion and research on the issues of integration of transport, health and environmental objectives into urban and spatial planning policies. The activities will be closely linked to the THE PEP Academy. Coordinating partners: France and Russian Federation.



**TRANSDANUBE Partnership** involves the member States along the Danube, co-financed by the EU and aims to promote sustainable mobility in the Danube region including train, bus, bike and shipping traffic and facilitate the concept of sustainable tourism. Coordinating partner: Austria.



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