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**Economic Commission for Europe****World Health Organization  
Regional Office for Europe****High-level Meeting on Transport, Health  
and Environment****Steering Committee of the Transport, Health  
and Environment Pan-European Programme**

Sixteenth session

Geneva, 12–14 December 2018

Item 6 of the provisional agenda

**Preparations for the Fifth High-  
level Meeting on Transport,  
Health and Environment****Draft concept note on the Fifth High-level Meeting on  
Transport, Health and Environment****Concept note prepared by the secretariat***Summary*

In 2014, the Fourth High-level Meeting on Transport, Health and Environment decided to hold the fifth high-level meeting within the framework of the Transport, Health and Environment Pan-European Programme (THE PEP) in 2019 and welcomed Austria's offer to host it (ECE/AC.21/2014/2– EUDCE1408105/1.6/4HLM/2, para. 49).

At its thirty-third meeting (Vienna, 10–11 July 2018), the Bureau of THE PEP Steering Committee reviewed a concept note on the Fifth High-level Meeting and requested the secretariat to submit it officially for discussion at the sixteenth meeting of the Steering Committee and to include in annex to the note a draft programme of the Meeting.

The High-level Meeting will be held in Vienna from 22 to 24 October 2019 and will be hosted jointly by the Federal Ministry of Sustainability and Tourism, the Federal Ministry for Transport, Innovation and Technology and the Federal Ministry of Labour, Social Affairs, Health and Consumer Protection of Austria.

It is expected to adopt the Vienna Declaration on Transport, Health and

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Environment, which focuses on the challenges of achieving clean, zero-emission mobility and transport in Europe and on the adoption of the first pan-European master plan for cycling promotion.

The High-level Meeting will be preceded by a special session of the Steering Committee on 21 October 2018 and followed by a meeting of the Bureau on 24 October 2018. The ministerial segment will open at the Vienna Conference Centre at 2 p.m. on Tuesday, 22 October 2018.

## I. Introduction

1. The Fourth High-level Meeting on Transport, Health and Environment (Paris, 14–16 April 2014) was hosted by the Government of France and held under the auspices of the Transport, Health and Environment Pan-European Programme (THE PEP), administered jointly by the United Nations Economic Commission for Europe (ECE) and the World Health Organization Regional Office for Europe (WHO/Europe).
2. The Meeting decided to convene a fifth high-level meeting in 2019 and welcomed Austria's offer to host it (ECE/AC.21/2014/2–EUDCE1408105/1.6/4HLM/2, para. 49).
3. The present document seeks to:
  - (a) Provide background information on developments since the High-level Meeting in 2014 and on THE PEP;
  - (b) Provide a brief overview of the Priority Goals and mechanisms guiding work under THE PEP;
  - (c) Stimulate discussion among member States on the future of THE PEP beyond the next High-level Meeting;
  - (d) Stimulate discussion of the content and outcome of the next High-level Meeting;
  - (e) Provide a structure for the programme of the next High-level Meeting in order to stimulate discussion in the Steering Committee.

## II. Background

4. The Meeting will be held five years after the Fourth High-level Meeting. Since then, the situation of transport, health and environment has changed.
5. Major events at the international level include:
  - (a) The adoption of the 2030 Agenda for Sustainable Development (2030 Agenda) (New York, United States of America, 25 September 2015);<sup>1</sup>
  - (b) The signing of the Paris Agreement on Climate Change (Paris, 12 December 2015);<sup>2</sup>

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<sup>1</sup> <https://sustainabledevelopment.un.org/post2015/transformingourworld>.

<sup>2</sup> [http://unfccc.int/paris\\_agreement/items/9485.php](http://unfccc.int/paris_agreement/items/9485.php).

(c) The adoption of the New Urban Agenda at the United Nations Conference on Housing and Sustainable Urban Development (Quito, 17–20 October 2016).<sup>3</sup>

6. Major developments at the pan-European level include the outcomes of:

(a) The Eighth Environment for Europe Ministerial Conference (Batumi, Georgia, 8–10 June 2016);<sup>4</sup>

(b) The Ministerial meeting on the occasion of the seventieth anniversary of the ECE Inland Transport Committee (Geneva, 21 February 2017);<sup>5</sup>

(c) The Sixth Ministerial Conference on Environment and Health (Ostrava, Czechia, 13–15 June 2017).<sup>6</sup>

7. A major event at the European Union level was the adoption of the Declaration on Cycling at the informal meeting of European Union Ministers of Transport (Luxembourg, October 2015), which recognizes cycling as a climate-friendly transport mode<sup>7</sup> and highlights cooperation with THE PEP, and particularly its Partnership on cycling promotion.

8. These events have influenced work under THE PEP in various ways.

9. Among other things, the Steering Committee discussed the outcome of THE PEP Relay Race Conferences since the Fourth High-level Meeting:

(a) Kaunas (Lithuania), September 2014: “Improvement of Sustainable Urban Mobility for Better Health and Environment: Move to Improve”;

(b) Irkutsk (Russian Federation), September 2015: “Looking for Synergy: Integrating Transport, Urban Planning and the Use of Traffic Management Methods for Ensuring Sustainable Mobility and Healthy Urban Environment”;

(c) Petrozavodsk (Russian Federation), May 2016: “Development of non-motorized modes of transport as an alternative to private vehicles – Adapting foreign experience in the Russian Federation: problems and solutions”;

(d) Vienna, July 2016: “Decarbonization – Zero emission mobility starts now”;

(e) Mannheim (Germany), September 2017: “Cycling and walking make THE Link – Transport, Health and Environment”.

## A. The 2030 Agenda for Sustainable Development

10. In adopting the 2030 Agenda, United Nations Member States undertook to mobilize efforts to end poverty and inequality and tackle climate change while ensuring that no one was left behind. The Agenda includes 17 Sustainable Development Goals and 169 targets on issues that include, among other things, health and sustainable cities, energy and climate

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<sup>3</sup> <http://habitat3.org/the-new-urban-agenda/>.

<sup>4</sup> <http://www.unece.org/index.php?id=41721>.

<sup>5</sup> [http://www.unece.org/trans/events/2017/itc79\\_2017.html](http://www.unece.org/trans/events/2017/itc79_2017.html)

<sup>6</sup> <http://www.euro.who.int/en/media-centre/events/events/2017/06/sixth-ministerial-conference-on-environment-and-health/documentation/declaration-of-the-sixth-ministerial-conference-on-environment-and-health>.

<sup>7</sup> <http://www.eu2015lu.eu/en/actualites/communiqués/2015/10/07-info-transport-declaration-velo/07-Info-Transport-Declaration-of-Luxembourg-on-Cycling-as-a-climate-friendly-Transport-Mode---2015-10-06.pdf>.

change and sustainable transport. While the Goals are not legally binding, governments are expected to assume ownership of them and to establish national frameworks for their achievement.

11. With its distinctive tripartite platform and five Priority Goals, THE PEP is closely linked to several of the Sustainable Development Goals and can support national efforts to achieve them. It is particularly relevant to Goals 3 (Ensure healthy lives and promote well-being for all at all ages), 5 (Achieve gender equality and empower all women and girls), 7 (Ensure access to affordable, reliable, sustainable and modern energy for all), 8 (Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all), 9 (Build resilient infrastructure, promote inclusive and sustainable industrialisation and foster innovation), 10 (Reduce inequality within and among countries), 11 (Make cities and human settlements inclusive, safe, resilient and sustainable), 12 (Ensure sustainable consumption and production patterns), 13 (Take urgent action to combat climate change and its impacts), 15 (Protect, restore and promote sustainable use of terrestrial ecosystems, sustainably managed forests, combat desertification, and halt and reverse land degradation and biodiversity loss) and 17 (Strengthen the means of implementation and revitalize the Global Partnership for Sustainable Development). The linkages between THE PEP and these and other Goals are analysed in a recent WHO/Europe publication.<sup>8</sup>

## **B. The Paris Climate Agreement**

12. The Sustainable Development Goals and their targets are intended to guide States' decisions over the next 15 years. The 2030 Agenda specifically mentions the Framework Convention on Climate Change as the main forum for negotiations on Goal 13 and, three months after the adoption of the Agenda, United Nations Member States agreed on the text of the Paris Agreement.

13. The aim of the Agreement is to strengthen the international response to climate change by keeping global temperature rise below 2 degrees Celsius above pre-industrial levels and to pursue efforts to further limit the temperature increase to 1.5 degrees Celsius. Thus, it plays an important role in accelerating and intensifying actions and investments with a view to a sustainable low-carbon future.

14. Although transport activities are not specifically mentioned in the Agreement, the twelfth preambular paragraph states:

Parties should, when taking action to address climate change, respect, promote and consider their respective obligations on human rights, the right to health, the rights of indigenous peoples, local communities, migrants, children, persons with disabilities and people in vulnerable situations and the right to development, as well as gender equality, empowerment of women and intergenerational equity.

15. This implies that sectoral strategies, including in the transport sector, help to mitigate climate change and that the Parties' obligations include not only the reduction of greenhouse emissions, but assessment of their possible health implications. With its emphasis on integrated transport and urban planning policies that promote active mobility, public transport, non-fossil-fuel-powered mobility and more-energy-efficient transport

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<sup>8</sup> Oana Arseni and Francesca Racioppi, eds., Making the (Transport, Health and Environment) Link: Transport, Health and Environment Pan-European Programme and the Sustainable Development Goals (Copenhagen, World Health Organization Regional Office for Europe, 2018).

systems, THE PEP is well placed to support member States' efforts to implement the Agreement.

### **C. The New Urban Agenda**

16. In adopting the New Urban Agenda at the Third United Nations Conference on Housing and Sustainable Urban Development (HABITAT III) (Quito, 17–21 October 2016), Member States recognized the pressing issue of urbanization and its impact on sustainable development at the global level. Implementation of this Agenda has, moreover, been explicitly linked to that of the 2030 Agenda and, specifically, to Goal 11 (Make cities and human settlements inclusive, safe, resilient and sustainable).

17. Through its focus on urban transport, THE PEP can support national efforts to implement the New Urban Agenda, which “envisage[s] cities and human settlements that: ... [p]romote age- and gender-responsive planning and investment for sustainable, safe and accessible urban mobility for all and resource-efficient transport systems for passengers and freight, effectively linking people, places, goods, services and economic opportunities” (para. 13 (f)).

18. THE PEP could also support efforts under paragraph 43 of the New Urban Agenda:

We commit ourselves to the generation and use of renewable and affordable energy and sustainable and efficient transport infrastructure and services, where possible, achieving the benefits of connectivity and reducing the financial, environmental and public health costs of inefficient mobility, congestion, air pollution, urban heat island effects and noise. We also commit ourselves to giving particular attention to the energy and transport needs of all people, particularly the poor and those living in informal settlements. We also note that reductions in renewable energy costs give cities and human settlements an effective tool to lower energy supply costs.

19. Paragraph 114 is also of relevance to THE PEP: “We will promote access for all to safe, age- and gender-responsive, affordable, accessible and sustainable urban mobility and land and sea transport systems ... by supporting: (a) a significant increase in accessible, safe, efficient, affordable and sustainable infrastructure for public transport, as well as non-motorized options such as walking and cycling, prioritizing them over private motorized transportation; ...”.

### **D. The Eighth Environment for Europe Ministerial Conference**

20. At the Eighth Environment for Europe Ministerial Conference (Batumi, Georgia, 8–10 June 2016), member States discussed two main themes: Greening the Economy in the pan-European Region and Improving Air Quality for a Better Environment and Human Health.

21. Delegates highlighted the linkages between, on the one hand, the Environment for Europe process and, on the other, the 2030 Agenda and the Paris Agreement. The Conference endorsed the voluntary Pan-European Strategic Framework on Greening the Economy as a tool that supports implementation of the 2030 Agenda and the transition to a green economy and allows interested countries and organizations to commit to specific actions with a view to that transition.

22. Member States recognized the need to integrate environmental considerations into their legal and regulatory frameworks and their institutional mechanisms designed to promote interministerial and cross-sectoral coordination, as in the case of sustainable transport.

23. The Conference endorsed the voluntary Batumi Action for Cleaner Air initiative, which seeks to improve air quality within the ECE region. Many delegates “called for swift action to address emissions from key sources, including transport” and recommended that “[e]nvironment ministers should be able to defend expenditure to reduce emissions of air pollutants by drawing attention to the huge economic costs of air pollution” emissions;<sup>9</sup> research had shown that the benefits of improved air quality exceeded by far the cost of pollution reduction measures.
24. The initiative invites governments and other stakeholders to choose and implement appropriate actions from a proposed list in accordance with their country-specific needs and provides concrete suggestions to help them meet their commitments in that regard.
25. The initiative, launched at the Environment for Europe Conference, supports countries’ efforts to move towards greener and more inclusive economic patterns and improved air quality. As at the completion of the present document, some 30 countries and organizations have committed to action under one or both of these initiatives.
26. THE PEP, and particularly its Priority Goal 1 (to contribute to sustainable economic development and stimulate job creation through investment in environment and health-friendly transport) and its promotion of green jobs in green and healthy transport, can help member States to meet their commitments regarding the green economy.
27. Priority Goal 2 (to manage sustainable mobility and promote a more efficient transport system), 3 (to reduce emissions of transport-related greenhouse gases, air pollutants and noise) and 4 (to promote policies and actions conducive to healthy and safe modes of transport) also foster implementation of the Batumi initiative.
28. The participants in THE PEP side event organized at the Batumi Conference considered that THE PEP was one of the best products of member States and an important example of how environment, health and transport can create tools to engage partners and stakeholders joint efforts to achieve sustainable mobility.

## **E. The ministerial meeting held on the occasion of the seventieth anniversary of the ECE Inland Transport Committee**

29. The ministerial resolution on embracing the new era for sustainable inland transport and mobility, adopted on the occasion of the seventieth anniversary of the ECE Inland Transport Committee (Geneva, 21 February 2017), expressed support for THE PEP, including by:

*Asserting* that public transport, walking and cycling are key mobility elements addressed in an integrated way by the Committee, its subsidiary bodies and the Transport, Health and Environment Pan-European Programme (THE PEP) and welcome[ing] the Paris Declaration “City in Motion – People First” of the Fourth High-level Meeting on Transport, Health and Environment of April 2014,

...

*Commending* the Committee for utilizing its in-depth expertise in transport to promote inter-sectoral cooperation, such as the interfaces between transport and customs, industry, statistics, environment, telecommunication and health, resulting in a holistic approach to transport and border crossing facilitation,

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<sup>9</sup> Report of the Eighth Environment for Europe Ministerial Conference, Addendum: Chair’s summary of the Conference (ECE/BATUMI.CONF/2016/2/Add.3, paras. 53 and 51, respectively).

...

*Acknowledging* the added value of institutionalized partnerships, such as the Inter-agency Secretariat on Statistics with Eurostat, the Organization for Economic Cooperation and Development and the International Transport Forum; interagency partnerships on the transport of dangerous goods; as well as the Transport, Health and Environment Pan-European Programme (THE PEP) with the World Health Organization Regional Office for Europe and the Environment Division of the Economic Commission for Europe,

Welcoming the Fifth High-level Meeting on Transport, Health and Environment which will take place in Vienna in 2019,

....

## **F. The European Environment and Health Process**

30. In the Ostrava Declaration, adopted at the Sixth Ministerial Conference on Environment and Health (Ostrava, Czechia, 13–15 June 2017), member States undertook to use the WHO/Europe European Environment and Health Process as a platform for implementation of the 2030 Agenda and to develop national portfolios of action with a focus on seven areas. The most relevant to THE PEP are improving indoor and outdoor air quality for all as one of the most important environmental risk stakeholders in the region and supporting the efforts of European cities and regions to become healthier and more inclusive, safe, resilient and sustainable.

31. With regard to the second of those areas, member States considered recent developments affecting cities: over 80 percent of Europeans are expected to be living in urban areas by 2030, the population is ageing rapidly and the immigration rate is increasing. Cities and urban areas play an important role in steering the transition towards a low-carbon society and could provide an opportunity to integrate policies for the protection of health and environment, particularly with regard to housing, noise prevention, land use, transport and green spaces.

32. It was decided to focus on transport and mobility as important determinants of health and well-being.

33. Annex 1 to the Declaration, entitled “Compendium of possible actions to advance the implementation of the Ostrava Declaration”, includes a list of actions (section (f)) with the overall objective of supporting the efforts of European cities and regions, several of which are directly connected to THE PEP:

- Strengthen the cooperation in and enhance the implementation mechanisms of the Transport, Health and Environment Pan-European Programme (THE PEP) to develop and implement environmentally friendly and health-promoting transport policies.
- Support and participate in the development and implementation of THE PEP Pan-European Master Plan for Cycling Promotion (to be adopted in 2019) as an important step towards promoting cycling at pan-European, national and subnational levels.
- Develop and implement coherent national and local policies for healthy, active mobility focused on cycling and walking, connecting them with accessible and affordable public transport and integrating their needs into land use and transport planning, infrastructure development and the design of public space.

- Assess the health and environmental impacts of transport infrastructures and new technologies, such as autonomous vehicles.
- Promote the decarbonization of transport through the transition to renewable energy, zero- and low-emission vehicles and environmentally-friendly transport modes, such as active mobility, public transport, eco-driving, electric mobility and mobility management.

## **G. Declaration on cycling as a climate-friendly transport mode**

34. Cities are also the focus of the European Union Declaration on cycling as a climate-friendly transport mode, adopted at the informal meeting of European Union Ministers of Transport (Luxembourg, 7 October 2015). The Declaration recognizes that:

In and around Europe's many growing urban centres, cycling is an essential tool for congestion relief. Both for the state and for citizens, cycling is the most cost effective transport mode after walking, as it produces massive positive externalities for society at little expenditure in terms of infrastructure and vehicles. When production, maintenance, operation and fuel are taken into account, cycling is the most greenhouse gas efficient transport mode of all.

The Ministers of Transport also agreed that “cycling can only fulfil its potential with support from all levels” and sectors.

35. The Action Plan contained in the Declaration mentions the Paris Declaration, adopted under THE PEP, and its mandate to develop a pan-European master plan for cycling promotion. In light of that Declaration, the European Union Declaration calls on the European Commission to consider a number of actions, including:

- Integrating cycling into multimodal transport policy, including smart mobility, stressing the need to promote physical infrastructure and behavioural change programmes.
- Developing a European-Union-level strategic document on cycling.
- Setting up a European focal point for cycling.
- Designating a national focal point for cycling to gather and disseminate—best practices within the member State and to cooperate with the European focal point for cycling as well as with existing forums, such as the United Nations Transport, Health and Environment Pan-European Programme.

## **III. Mandate and structure of THE PEP**

### **A. The starting point: the Paris Declaration**

36. At the Fourth High-level Meeting, delegations from 34 ECE and WHO/Europe member States reviewed progress under THE PEP and its impact on the pan-European region and reaffirmed their commitment to continued pursuit of the four Priority Goals adopted at the Third High-level Meeting (Amsterdam, 22–23 January 2009).

37. In the Declaration, the member States agreed to:

- Adopt a new implementation mechanism, “THE PEP Academy”, linking science, policy and practice as a platform to strengthen capacities for integrated transport, health, environment and spatial planning. It would be targeted to key stakeholders,



including policymakers, civil servants, practitioners and academics, and supported by THE PEP Clearing House.

- Develop a pan-European master plan for cycling promotion, supported by guidelines and tools that would assist the development of cycling promotion policies at the national level within the framework of THE PEP Partnerships.
- Welcome THE PEP study “Signs and Signals for Cyclists and Pedestrians” and invite the ECE Working Party on Road Traffic Safety to consider, on that basis, possible amendments to the Convention on Road Signs and Signals (Vienna, 1968).
- Request THE PEP secretariat to investigate the scope for and to facilitate the development of comprehensive guidelines for assessing transport, urban spatial and urban planning policies and projects in terms of their impact on health, building on existing frameworks for health and environmental impact assessment.
- Undertake to provide national support to subnational and local action as well as to the development of new and stronger partnerships with city networks, civil society organizations and the research community.
- Promote public participation in transport, urban and spatial planning policies and processes.
- Recognize that the question of a framework convention on transport, health and environment has not yet been resolved and invite interested member States to elaborate proposals for consideration at the Fifth High-level Meeting.
- Welcome the proposal of the European Environment and Health Youth Coalition to become a partner in THE PEP implementation by mobilizing young people and youth organizations in national and international activities supporting THE PEP.

38. While significant progress has been made on most of these points, the difficulty of mobilizing the human and financial resources required for development of the requested draft comprehensive guidelines for health impact assessment hindered progress in that area and will require follow-up during the next phase of THE PEP.

## **B. THE PEP Priority Goals**

39. At the Third High-level Meeting, member States undertook to adopt integrated policies with a view to the achievement of four Priority Goals:

- To contribute to sustainable economic development and stimulate job creation through investment in environment- and health-friendly transport.
- To manage sustainable mobility and promote a more efficient transport system.
- To reduce emissions of transport-related greenhouse gases, air pollutants and noise.
- To promote policies and actions conducive to healthy and safe modes of transport.

40. At the Fourth High-level Meeting, member States, recognizing recent trends and developments linked to transport, health and environment issues, adopted a new Priority Goal 5: To integrate transport, health and environmental objectives into urban and spatial planning policies.

### C. THE PEP implementation mechanisms

41. At the Third High-level Meeting, to support achievement of THE PEP Priority Goals, member States adopted three implementation mechanisms; a fourth, THE PEP Academy, was established five years later as noted above. The current implementation mechanisms are:

- (a) A series of national workshops on sustainable transport policies (THE PEP relay race)
- (b) Preparation and implementation of national action plans on transport, health and environment, supported by methodological guidance developed within the framework of THE PEP;
- (c) Partnerships to support implementation of THE PEP workplan with a focus on specific technical implementation aspects of the Priority Goals;
- (d) THE PEP Academy, a platform linking science, policy and practice in order to strengthen capacities for integrated policymaking, supported by THE PEP Clearing House.

42. The current THE PEP Partnerships are:

- (a) The Partnership on jobs in green and healthy transport: intended to stimulate debate on the potential of jobs in green and healthy transport, analyse the potential for greening “old” jobs and creating “new green” jobs and assess their qualitative and quantitative impact on the environment, health, transport and economy;
- (b) The Partnership on health economic assessment tools: The Health economic assessment tool for walking and cycling: intended to support the development of guidance and practical tools for estimating the economic value of the health impacts of regular walking or cycling;
- (c) The Partnership on eco-driving: intended to disseminate knowledge and good practices about eco-driving and to promote harmonized certification schemes and training materials for trainers and driving schools. The Partnership is planning to present guidelines on eco-driving at the Fifth High-level Meeting;
- (d) The Partnership on cycling promotion: intended to develop a pan-European master plan on cycling promotion pursuant to a decision of the fourth High-level Meeting.<sup>10</sup> Twenty-five member States have been involved in drafting the master plan, under the leadership of Austria and France. A second draft of the plan reflects comments by member States and will be presented to the Fifth High-level Meeting for adoption.
- (e) The Partnership on the integration of transport, health and environment concerns into spatial and urban planning: intended to facilitate discussion and research on issues related to Priority Goal 5 through activities closely linked to the THE PEP Academy;

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<sup>10</sup> The aims of the draft master plan are to establish cycling as an equal mode of transport; double cycling in the pan-European region; increase the safety of cyclists by halving the number of fatalities and serious injuries; strengthen and extend the existing network of cycling officers; share good practices; develop guidelines and tools; identify a pan-European cycling infrastructure network by illustrating current cycling routes and listing future cycling infrastructure projects; illustrate current cycling routes in the capitals of member States; gather and categorize technical specifications while building cycling infrastructure at the national level; and present the aforementioned data on new infrastructure projects in an international financial institution (IFI)-friendly way in order to attract funding.

(f) The Environmentally healthy mobility in leisure and tourism (TRANSDANUBE) Partnership: intended to promote sustainable mobility in the Danube region, including train, bus, bicycle and shipping traffic, and the concept of sustainable tourism.

## IV. Towards the Fifth High-level Meeting

### A. Brainstorming on themes for the meeting

43. The Steering Committee may wish to begin brainstorming on potential themes of the High-level Meeting. This process may also provide input that the Steering Committee can use in drafting the outcome document of the High-level Meeting and THE PEP workplan for 2019–2024.

44. The following questions, and any additional ones that the Steering Committee may wish to suggest, are intended to guide the brainstorming.

(a) **THE PEP Priority Goals:** Are THE PEP Priority Goals still relevant in light of past experience, recent events (see chapter II above) and the new and emerging topics for the period 2030–2050 (see paragraph 44 (b) below)? Should any of them be changed? Do any of them need more attention in terms of strengthening implementation?

(b) **New and emerging topics under THE PEP for 2019–2030 and beyond until 2050:** In addition to stressing the importance of healthy, active mobility (walking and cycling), what other elements of THE PEP should be strengthened in order to involve new countries and stakeholders? How can THE PEP be better linked with the Sustainable Development Goals, targets and indicators (e.g., target 11.2 and indicator 11.2.1)? How can the needs and policy priorities of countries with economies in transition and those of developed countries be better addressed? How should pending issues such as the draft guidelines for health impact assessment be handled? How can duplication with existing intergovernmental processes be prevented?

Emerging topics that might contribute to implementation of the Paris Agreement within THE PEP mandate include:

- (i) Decarbonizing, phasing out fossil fuels and phasing in renewable energy for mobility;
- (ii) Zero emission vehicles, electromobility and alternative fuels;
- (iii) New developments such as electrification, automatic transport, digitization, mobility as a service and flexible and shared mobility;
- (iv) Maximizing the benefits of efficient public transport;
- (v) Greening urban freight.

Other topics might include:

- (i) Strengthening cooperation and coordination at the national level with a focus on THE PEP Priority Goals;
- (ii) Improving road safety for cyclists and pedestrians;
- (iii) Land-use planning, new urban design approaches, connected cities and close links between cities and the hinterland;
- (iv) Mobility within regions;

- (v) Addressing the accessibility needs of vulnerable groups, including children and older persons;
- (vi) Involving youth, cities, regions and other stakeholders, such as non-governmental and intergovernmental organizations;
- (vii) Advocating with relevant ministries in order to strengthen cooperation on THE PEP issues;
- (viii) Developing stronger partnerships with key stakeholders, such as international financial institutions, and funding sustainable mobility through innovative financing tools;<sup>11</sup>
- (ix) Developing indicators to assess whether the mobility of a city or a region is sustainable.<sup>12</sup>

(c) **THE PEP legal framework:** The Paris Declaration recognized that the question of a framework convention on transport, health and environment had not yet been resolved and invited interested Member States to elaborate proposals for consideration at the Fifth High-level Meeting. In so doing, member States may wish to raise the following questions: To what extent could a stepwise approach to the development of a legally binding instrument facilitate the development of supporting elements that are important to member States? How could a framework convention facilitate achievement of THE PEP objectives and Priority Goals? Would it be useful to begin discussion of a possible legal framework based on specific technical regulations (e.g., on cycling infrastructure) and policy guidelines that could eventually lead to the drafting of a THE PEP Convention?

(d) **THE PEP implementation mechanisms:** Are THE PEP implementation mechanisms performing according to expectation? What is working well and less well? Do we need to make any changes? Do we need to promote some of these mechanisms more intensively? Do we need to establish new ones? How can we better use them to implement THE PEP workplan? What role should THE PEP Academy play? Would more direct capacity-building in THE PEP countries be useful? What role could be played by tools that address climate change mitigation policy considerations, e.g. For Future Inland Transport Systems (ForFITS), and could they be more effective if they were further developed or tailored to THE PEP priorities? Should the involvement of cities and regions be considered? Should transport, health and environment review processes be initiated?<sup>13</sup>

(e) **THE PEP Partnerships:** What are the lessons learned from the work of THE PEP Partnerships? Do we need to revise them? Do we need to create new ones?

(f) **THE PEP Pan-European master plan for cycling promotion:** How could the Steering Committee advance implementation of the expected pan-European master plan on cycling promotion?

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<sup>11</sup> One such tool is the International Transport Infrastructure Observatory; others might be drawn from research on urban development and public transport. Some studies show that ride-sharing could indirectly finance sustainable infrastructure by reducing car use, thereby freeing public funds for the construction of cycling routes or new tramlines rather than new parking spaces.

<sup>12</sup> These indicators might include, for example, the number of minutes needed in order to walk from one mode of transport to the other and the density of the network as a whole and of each mode of transport. "Sustainable mobility" means accessible, affordable, intermodal public transport services including, among other things, cycling, walking and ride-sharing.

<sup>13</sup> In this context, embracing the new Safe Future Inland Transport Systems (SafeFITS) tool could add considerable value to implementation of THE PEP Goals.

(g) **The New Urban Agenda and the involvement of cities:** United Nations Member States have highlighted at the international and regional levels the increasing importance of cities and urban areas. What is the link between THE PEP and sustainable cities, especially in the context of target 11.2 of the Sustainable Development Goals? What role should the Partnership on the integration of transport, health and environment concerns into spatial and urban planning (Priority Goal 5) play? Which stakeholders should THE PEP involve? How should cities be involved in the High-level Meetings?

(h) **THE PEP partners:** What is and what should be the role of member States in THE PEP? Is it currently responding to their needs? What can member States do to advance THE PEP agenda and goals? What can the secretariat do? What other types of strategic partners – e.g. academia, non-governmental organizations (NGOs) and the private sector – from the three sectors (transport, health and environment) should be involved and how? Where are the most common challenges to the effective involvement of partners from these sectors?

(i) **Resources:** Does THE PEP have sufficient sustainable financial and human resources to implement its agenda and pursue the Sustainable Development Goals? What are its needs? How can they be met?

## B. Expected outputs

45. The Steering Committee might begin discussion of the expected outputs of the High-level Meeting. Member States may wish to follow the practice of previous Meetings by adopting a ministerial declaration, resolution or charter.

46. The declaration might include the following elements:

(a) Presenting a vision for the future: 2019–2030 and beyond until 2050 and areas in which THE PEP should intensify its work in light of the global and regional developments and social, political and economic trends described in chapter II and section IV (A) (b) above;

(b) Positioning THE PEP in relation to the latest international and regional developments (see chapter II above), and particularly the 2030 Agenda, the Paris Agreement and the Batumi and Ostrava Ministerial Conferences. This section might highlight how THE PEP can help member States to meet their commitments under those instruments;

(c) Strengthening the links between THE PEP, the Committee on Environmental Policy, the Inland Transport Committee and the WHO/Europe Regional Committee;

(d) Renewing member States' commitment to achieving the Priority Goals of THE PEP (and/or amending one or more of them) with specific reference to Priority Goal 5 and its relevance for cities, regions and urban areas. In that respect, the Steering Committee might mention partners and/or stakeholders as potential sources of cooperation;

(e) Adopting a pan-European master plan for cycling promotion prepared under the Partnership on cycling. The Steering Committee might request members of the Partnership to identify the main political elements of the draft master plan for incorporation into the declaration and invite them to consider preparing a consolidated version of the plan for adoption at the High-level Meeting;

(f) Giving active mobility (particularly cycling and walking) the same status as other modes of transport, thereby facilitating its promotion in national sustainable mobility strategies;

(g) Encouraging THE PEP member States to (i) discuss whether any road traffic rules and/or road signs would be vital to enhancing the safety of cyclists in road traffic and facilitating their international travel and should be included in international legal instruments such as the 1968 Convention on Road Traffic and the 1968 Convention on Road Signs and Signals, and (ii) prepare a proposal formulating such traffic rules and/or road signs, to be submitted by a Contracting Party to the Convention, for consideration by the Global Forum for Road Traffic Safety.”

(h) Mandating the Steering Committee to begin consultations with a view to exploring the benefits of adopting a legal instrument on THE PEP, e.g. the development of concrete recommendations or guidelines on cycling infrastructure development that might eventually become components of such an instrument;

(i) Other issues emerging from discussion of the foregoing elements during meetings of the Steering Committee and the extended Bureau.

### **C. Documentation**

47. The Steering Committee may wish to consider requesting preparation of the following official documents for the High-level Meeting:

- (a) A draft provisional agenda;
- (b) A concept note for the Meeting;
- (c) A draft pan-European master plan for cycling promotion;
- (d) Background papers and other publications to inform the discussions before and during the Meeting;
- (e) An outcome document of the Meeting;
- (f) A report on the Meeting.

### **D. Programme**

48. As in the past, the High-level Meeting might open on the afternoon of the first day and close on the afternoon of the third day. The Steering Committee may wish to invite member States and THE PEP stakeholders to organize side events during the three days of the Meeting.

49. It may also wish to hold final consultations on the draft outcome document on the day preceding the opening of the Meeting.

50. The topics for the Meeting would be selected in light of the discussion of the issues set out in chapter IV (A) and (B) above.

51. In preparation for the Meeting, the Steering Committee might consider encouraging the European Environment and Health Youth Coalition to propose a plan of activities aimed at gaining young people’s support for the Meeting and follow-up thereto.

### **E. Preparatory process**

52. As was done prior to the Fourth High-level Meeting, the Steering Committee may wish to consider organizing brainstorming and negotiations on the outcome and themes of the Fifth High-level Meeting during meetings of the Bureau in an extended configuration (e.g., open to all members of the Committee), organized, if possible, back-to-back with

other events such as relay races and Partnership or other meetings. In order to facilitate participation, meetings of the extended Bureau might also be organized via video link.

53. In order to maximize member States' engagement in the preparatory process, the Steering Committee, through the secretariat, will invite all national ministries responsible for transport, health and environment to (re)appoint focal points to represent their countries.

54. In late 2018, the Steering Committee may wish to instruct the extended Bureau to decide on the side events, exhibitions and other activities to be organized within the framework of the Meeting in cooperation with the host country.

55. The Steering Committee may also wish to consider preparing a draft communication strategy in order to increase the visibility of the Meeting and build support for its expected political outcome. The draft strategy might target policymakers, the media, the general public, the scientific community, civil society and other stakeholders and use traditional and social media in facilitating the dissemination of information on communication activities, including at the national level, in order to build momentum in the lead-up to the Meeting and position THE PEP as a policy framework for sustainable and healthy transport.

56. Steering Committee members are invited to inform the secretariat of their intention to host any of the meetings of the extended Bureau and/or to provide financial or in-kind support for preparation of the High-level Meeting.

## Annex

### **Draft programme for the Fifth High-level Meeting on Transport, Health and Environment**

**Monday, 21 October 2019 (15.00–18.00)**

#### **A. Registration of participants and opening statements**

Opening statements by officials of the host country and the Directors of the ECE Environment and Sustainable Transport Divisions and the WHO/Europe Division of Policy and Governance for Health and Wellbeing, followed by adoption of the agenda and final negotiations on the draft ministerial declaration.

**Tuesday, 22 October 2019 (9.00 – 12.30)**

#### **B. Registration (cont.), side events, press conference (to be confirmed) and exhibit**

Arrival of high-level representatives of member States; side events and a press conference will be also be held.

**Tuesday, 22 October 2019 (15.00 – 18.00)**

#### **C. High-level/Ministerial Segment**

- (a) Welcome and opening statements by the President of Austria, Ministers of the host country, the Executive Secretary of ECE and the Regional Director of WHO/Europe.
- (b) *Baton virtuel* handover ceremony from Paris to Vienna.
- (c) Adoption of the agenda and presentation of the Chairs of the Meeting.
- (d) THE PEP: 2014–2019 and beyond: Reviewing the past, analysing the present and looking to the future in light of recent global and regional developments and social, political and economic trends.
- (e) The health, economic, social and environmental benefits of sustainable transport.
- (f) THE PEP and the 2030 Agenda for Sustainable Development.
- (g) High-level round table and statements from the floor – Transport in the urban environment: How can we transform challenges into opportunities?

Guiding questions: What is important to people living in urban areas? How can THE PEP improve their health, environment and well-being? What policies are needed in order to meet the mobility needs of all sectors of society, including vulnerable groups?

Evening reception.



**Wednesday, 23 October 2019 (10.00 -13.00)**

**D. High Level/ Ministerial Segment (cont.)**

- (a) The role of good governance in supporting, promoting and implementing sustainable urban transport policies.
- (b) The urban mobility of tomorrow; the future of urban development; the integration of sustainable transport into urban planning; innovative transport services and intelligent transportation systems.
- (c) Education, social integration and inequality.
- (d) Walking and cycling as means of transportation: Making people healthier and happier.
- (e) Jobs in green and healthy transport.
- (f) Eco-driving.

High-level round table and statements from the floor: How can we promote active mobility as means of transportation? Guiding questions: What are the main challenges to active mobility? What role can the draft master plan for cycling promotion play in increasing cycling at the pan-European level? What implementation measures should be taken?

The outcome of the discussion might be summarized for use in formulating a vision for THE PEP.

Presentation and adoption of the draft ministerial declaration and symbolic signature by ministers of the host country and high-level officers of ECE and WHO/Europe.

**Wednesday, 23 October 2019 (15:00 -18:00)**

**E. General segment: Implementation of the ministerial declaration**

- (a) Presentations by representatives of member States.
- (b) Presentations by cities and regions on their initiatives, good practices and successful measures and policies.

In addition to the topics discussed during the High-level segment, the following issues might be considered: attitudes, behaviour and the choice of clean, sustainable transport; the role of digital technologies (e.g. digital mobility, efficient technology and innovative logistics); safety aspects of active mobility; from cars to bikes: challenges and complexities of a transition to biking in a car-dependent city; using rather than owning (car-sharing and bicycle rental systems).

**Thursday, 24 October 2019 (10.00 – 13.00)**

**F. General segment (cont.)**

**Thursday, 24 October 2019 (15.00 – 18.00)**

**G. Meeting of the extended Bureau of THE PEP (without interpretation)**

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