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Steering Committee of the Transport, Health and Environment Pan-European Programme

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Item 4 (a) of the provisional agenda
Implementation of the Transport, Health and Environment Pan-European Programme: strategy on transport, health and the environment

Draft Strategy on transport, health and environment

Submitted by the Ad hoc Working Group on Strategy and Possible Legal Instruments

Summary

At the Fifth High-level Meeting on Transport, Health and Environment (Vienna (hybrid), 17–18 May 2021), member States agreed to develop a comprehensive pan-European strategy on transport, health and the environment, including a clear pathway for its implementation, to achieve the agreed vision and to guide the further work of the Transport, Health and Environment Pan-European Programme, for adoption in 2023. The Steering Committee, at its nineteenth meeting (Geneva (hybrid), 27−28 October 2021), established the Ad hoc Working Group on Strategy and Possible Legal Instruments. At its twentieth session (Geneva, 17–19 October 2022), the Steering Committee, following a proposal by the Working Group, decided to modify the timeline for developing the strategy and agreed on the presentation of an advanced draft strategy in autumn 2023 and the finalization of work on the strategy by autumn 2024. The Steering Committee provided comments to the first draft of the strategy at its twenty-first session (Geneva, 23–25 October 2023) and requested the secretariat to prepare the revised strategy in the three official languages of the United Nations Economic Commission for Europe for the next session of the Steering Committee and for publication in 2025. The Steering Committee is expected to adopt the document.

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I. Introduction

1.   The Transport, Health and Environment Pan-European Programme (THE PEP) is a unique intergovernmental, cross-sectoral, tripartite pan-European policy platform for policymakers and stakeholders of the countries of the pan-European region for accelerating the transformation towards clean, safe and healthy mobility and net-zero emission transport.

2.   At the Fifth High-level Meeting on Transport, Health and Environment (Vienna (hybrid), 17–18 May 2021), member States agreed to develop a comprehensive pan-European strategy on transport, health and the environment, including a clear pathway for its implementation, to achieve the agreed vision and to guide the further work of THE PEP.[1] The Steering Committee, at its nineteenth meeting (Geneva, 27−28 October 2021), established the Ad hoc Working Group on Strategy and Possible Legal Instruments.[2]

3.   The Vienna Declaration recognized that the region is facing multiple challenges concerning transport, health and environment that must be addressed urgently. That sense of urgency is also acknowledged in relation to the need to achieve the objectives of the 2030 Agenda for Sustainable Development, the New Urban Agenda and the Paris Agreement, as well as to build on the momentum achieved under THE PEP.

4.   At its twentieth session (Geneva, 17–19 October 2022), the Steering Committee, following a proposal by the Working Group, decided to modify the timeline for developing the strategy and agreed on the presentation of an advanced draft strategy in autumn 2023 and the finalization of work on the strategy by autumn 2024.[3]

5.   The strategy builds on the unique approach of THE PEP in bringing together the transport, health and environment sectors.

6.   The geographical scope of the strategy is the pan-European region as defined by the United Nations Economic Commission for Europe (ECE) and the World Health Organization (WHO) European Region. The strategy refers to land transport in urban, peri-urban and rural areas.

7.   The time horizons addressed by the strategy are until 2030, and 2030–2050. The strategy details focus areas and actions in the short term, as well as outlining follow-up activities and other measures that will be implemented after 2030.

8.   Situations vary across the pan-European region, with economies having reached different levels of development and countries and cities differing in terms of size and geographical features. Moreover, each country has its own culture, institutional structures and transport, health and environment priorities. While transport, health and environment challenges and priorities vary across countries, this strategy has identified areas of interest for the region and provides opportunities for tailoring approaches to each country's unique circumstances.

9.   This document addresses transport and mobility together as they are closely linked. Transport refers mainly to the supply of transport (e.g., public transport services, footpaths, bicycle paths, roads and parking facilities for motor vehicles and bicycles), whereas mobility refers to the result of the interaction between the supply side of transport and the demand for transport; that is to say, why, how, when, how frequently and in what mode people move, how affordable such movement is, and the degree to which such journeys are comfortable, convenient, secure and safe.

10.   Accessibility is the ease of access to a destination, considering: proximity of the destination to the departure point; availability of adequate infrastructure and transport options; and affordability, safety, security and comfort of transport.

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[1]   ECE/AC.21/2021/2–EUCHP2018924/4.3.2, para. 30.
[2]   ECE/AC.21/SC/2021/2–EUCHP2018924/4.1/2, paras. 23–25.
[3]   ECE/AC.21/SC/2022/2–EUCHP2219536/1.1/2, para. 24 (b).

II. Background and challenges: The reality, challenges and opportunities at the nexus between transport, health and environment in the pan-European region[4]

11. The Vienna Declaration[5] recognizes that the region continues to face multiple challenges that, together with incoherent policymaking and a lack of cross-sectoral coordination, need to be addressed urgently through a holistic approach encompassing integrated policies and behavioural changes. The following provides an overview of the challenges at the nexus of transport, health and environment in the region.

12. Transport plays a crucial role in society and in the economy. It provides people with access to other people, jobs and services. It is a structural element of a country's economy as it ensures the delivery of goods. Transport contributes to the development of trade and tourism, creates jobs and connects the territory at the local, national and international levels. At the same time, transport has negative consequences leading to socioeconomic, health and environmental damage, as outlined below.

13. The modal split in many countries sees the prevalence of car travel, with public transport, cycling, walking and micromobility taking up more limited roles. Rural dwellers rely more on car travel than their urban counterparts. In many countries in the region, cycling and walking are still not considered as equal modes of transport and mobility. The transport of cargo seems to follow the same pattern as that for people, with a reliance on trucks. Additionally, the current assessment of modal split gives an aggregate picture without considering different groups' needs.

14. Air pollution is one of the leading environmental risks to health. According to the most recent estimates, nearly 570,000 premature deaths can be attributed to ambient air pollution in 53 countries of the pan-European region, while over 90 per cent of the population is exposed to fine particulate matter ($PM_{2.5}$) concentrations above the WHO air quality guidelines.[6] Concentrations of air pollutants are generally higher in deprived urban areas than in wealthier ones. Road transport – especially car-centric mobility – contributes to air pollution with exhaust and non-exhaust emissions. The latter type of emissions also concerns clean propulsion vehicles. Improved technology has reduced emissions but increasingly heavy private vehicles and growing passenger and freight volumes have had the opposite effect. Emissions are higher in ECE countries with a lower gross domestic product (GDP) per capita and a higher share of older vehicles on the road. Many countries still lack fuel quality requirements and effective technical inspections of vehicles to assess environmental impact.

15. Road transport is responsible for about a quarter of energy-related greenhouse gas emissions. Improvements in energy efficiency of vehicles are outweighed by the increase in their size and weight, as well as by the rise in total vehicle-km, which is expected to continue to grow. At the same time, transport is also suffering from the consequences of climate change since extreme weather events affect transport operations and infrastructure.

16. Road transport is currently the principal source of background noise pollution in urban areas, affecting the lives of many in the region. Many people in the WHO/European region are affected by harmful noise levels above the WHO-recommended environmental noise guidelines.

17. Mobility based mostly on car journeys contributes to a sedentary lifestyle and physical inactivity, which increases the risk of noncommunicable diseases and obesity, including for children and youth. This is the case despite the length of many car trips, especially in urban

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[4] This section is largely based on a reading of Miriam Gerlofs-Nijland and others (eds.), *Road Transport Facts and Figures: How Healthy and Environmentally Friendly Is Our Transport Today?* (Bilthoven, National Institute for Public Health and the Environment of the Netherlands, 2021).

[5] ECE/AC.21/2021/2/Add.1−EUCHP2018924/4.3.2/Add.1.

[6] World Health Organization (WHO) Regional Office for Europe, *A Healthy Environment in the WHO European Region: Why It Matters and What Steps We Can Take to Improve Health*, document WHO/EURO:2023-7588-47355-69518 (Copenhagen, 2023).

areas, being suitable for active mobility such as cycling and walking (also in combination with public transport). In Europe, almost one out of four adults, and four out of five school-going adolescents, are not sufficiently active.[7] Furthermore, in higher income countries, people in lower income groups are more frequently physically inactive or obese. On the other hand, people who are physically active benefit from a reduced risk,[8] along with better management of their noncommunicable diseases, which brings less burden to the financial sustainability of national health systems. In some countries, cycling and walking are integrated into health policies, including those tackling noncommunicable diseases and obesity. In general, data on physical activity levels due to active mobility, especially walking, as well as data on active mobility choices, are limited.

18.   Mobility may also provide opportunities for people to be physically active and, as a result, improve physical and mental health. There is physical activity that is suitable to different groups, any amount of physical activity is better than none and more is better;[9] additionally, muscle strengthening benefits everyone. A rich body of evidence underpins the endorsement of active mobility as a way to be physically active as well as to move carbon-free.[10] Actionable and tested options to promote active mobility are available and documented, including in documents that feed into the present strategy.[11]

19.   Rates of road traffic deaths and injuries vary across the region – average mortality rates in low- and middle-income countries are more than double those in high-income countries. Furthermore, death rates vary across income, age and sex groups. Road traffic crashes are the main cause of death among people aged 5–29 years. Recent decreases in road traffic deaths in the region accompany increases in crashes involving cyclists and users of electric scooters and other means of micromobility. Exposure data on vulnerable road users, such as those practising active mobility, are mostly missing.

20.   The lack of effective and consistent parking policies and regulations at the national level contributes to excessive use of public space and encourages continued car use in many cities. Cities and municipalities often lack dedicated (or separated) infrastructure for public transport, cycling and walking accompanied by appropriate policies, financial resources and awareness-raising campaigns to facilitate increased usage of those modes.

21.   The impact of transport is unevenly distributed across geographical areas and socioeconomics groups. Lower-income groups tend to live in areas with lower-quality transport infrastructure, including pavements, and travel in worse conditions. These situations lead to limitations in access to services (such as education and health), jobs and social activities, and opportunities to carry out physical activity as part of the daily commute. Gender and age are two of the determinants of different needs for transport and mobility. Women walk and use public transport more than men and have different security concerns. Youth are increasingly interested in active mobility and alternatives to the car, including public transport. Older people may be at risk of exclusion as access to services becomes increasingly digitalized. Persons with disabilities have special travel needs.

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[7] Regina Guthold and others, "Global trends in insufficient physical activity among adolescents: a pooled analysis of 298 population-based surveys with 1.6 million participants", *Lancet Child Adolescent Health*, vol. 4, No. 1 (January 2020), pp. 23–35.

[8] 2018 Physical Activity Guidelines Advisory Committee, *2018 Physical Activity Guidelines Advisory Committee Scientific Report* (Washington D.C., United States Department of Health and Human Services, 2018).

[9] For recommendations for suitable type and amount of regular physical activity for people of different age and condition see WHO, *WHO Guidelines on Physical Activity and Sedentary Behaviour at a Glance* (Geneva, 2020).

[10] WHO Regional Office for Europe, *Walking and Cycling: Latest Evidence to Support Policymaking and Practice* (Geneva, 2022).

[11] The Pan-European Master Plan for Cycling Promotion (ECE/AC.21/2021/2/Add.1−EUCHP2018924/4.3.2/Add.1, annex III) and its *Toolbox of Action for Cycling Promotion Based on Best Available Experience from the Countries of the Pan-European Region* (Vienna, Austrian Federal Ministry of Climate Action, Environment, Energy, Mobility, Innovation and Technology, 2021).

22.   Traffic congestion, pollution, greenhouse gas emissions, noise and accidents are some of the external costs imposed by road transport on society and not reflected in transport prices. However, their significance has been estimated and justifies efforts to promote public transport and active mobility, which have much lower external costs.

23.   The coronavirus disease (COVID-19) pandemic had an impact on how much and with what modes people moved. Working and attending classes from home had an impact on mobility patterns, and walking and cycling were used by many, thanks to the temporary reallocation of road space for use as cycling paths. Other users preferred the car to maintain social distancing, whereas public transport – perceived as unsafe – saw ridership levels drop; this had an impact on the economic sustainability of services and led to difficulties with getting back users.

24.   The lack or limited quality of data is a recurring challenge. Data availability varies across the region. In some ECE member States:

(a)   One of the most serious obstacles to informed policymaking is the lack of official statistics on transport and mobility, in particular data on active transport and mobility. This prevents an objective assessment of the impact of transport on environment and health from being carried out;

(b)   Data on greenhouse gas emissions from transport are merged with stationary sources of emissions associated with fuel combustion;

(c)   Methodologies for calculating transport emissions and their health and environmental impacts are less developed and used. In many cases, there is no method at the national level to calculate external costs associated with motor vehicle operation.

25.   The prevalence of the car as a travel mode follows from the "predict and provide" transport planning paradigm. In this paradigm, public transport has only a secondary role. The "predict and provide" paradigm is still applied in many places, since it is considered that an approach focused on road infrastructure is justified where such infrastructure still needs to be developed. In this paradigm, public transport has only a secondary role. More recent planning paradigms include improving accessibility while limiting negative impacts. Others focus on multimodal accessibility and on providing quality alternatives to the car by combining public transport and active travel modes. Often, transport and spatial planning paradigms are not interlinked, or do not include social, environmental and health impact assessments, or opportunities for public participation in decision-making. Rapidly increasing levels of urbanization[12] and poor urban planning often lead to an increase in transport demand, and an increase in the number and length of trips. This, in turn, leads to an increase in road transport and the associated external costs.

26.   From a governance perspective, in many countries, national, regional and local authorities do not consider transport, health, environment and urban planning to be interconnected issues. This leads, in some cases, to a failure to regulate complex, cross-cutting challenges. In some countries, financing mechanisms for public transport and infrastructure for walking and cycling are neither sustainable nor adequate. It is neither generally acknowledged that integrating transport policy with health and environmental objectives may also yield economic benefits.

III.   Geneva Pan-European Strategy on Transport, Health and Environment[13]

27.   The transport sector is crucial to sustainable development, promoting health as well as the quality and liveability of the environment. By working together, the transport, health and environment sectors can contribute significantly to improving the lives of individuals,

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[12]   "More than 80 [per cent] of the population of the European region is expected to live in urban areas by 2030." See WHO, "Urban and built environments", 18 July 2023.

[13]   The strategy is named after the location at which it is to be adopted by the Steering Committee.

communities and societies, enhancing sustainable transport, and fostering healthy and resilient communities and economies.

28. When adopting the Vienna Declaration at the Fifth High-level Meeting on Transport, Health and Environment, ministers also adopted their vision of "clean, safe, healthy and inclusive mobility and transport for happiness and prosperity for all".

29. The ministers committed to leading the transformation of transport and mobility to achieve their vision, while involving stakeholders, including national, subnational and local authorities, communities, the private sector and civil society, especially youth and children, in that process.

30. Building on the commitments made in the Vienna Declaration, this strategy envisions the following transformation of transport and mobility in the region:

(a) The modal split will see an increase in public transport and active mobility shares, also facilitated by the provision of sustainable and connected infrastructure. Cycling and walking will be considered as equal modes of transport in ECE member States. Sustainable transport and mobility solutions will be identified and applied to rural and peri-urban areas. Cargo and freight transport will be made more sustainable;

(b) Technological developments will lead to the renewal of fleets with propulsion based on alternatives to the internal combustion engine, use of alternative fuels (gas, hydrogen) and the electrification of urban transport, while the digitalization of transport services will facilitate the development of shared mobility and automated driving of vehicles;

(c) Air pollution deriving from exhaust emissions and non-exhaust emissions from transport will be significantly reduced across and within countries, thus reducing differences between poor and wealthier areas;

(d) Greenhouse gas emissions from road transport will decrease significantly and transport and mobility infrastructure will be resilient to climate change;

(e) Noise pollution caused by road transport will be better monitored and reduced also as per WHO guideline exposure levels. Traffic calming measures will be adopted in urban and residential areas;

(f) Society, including health authorities, will benefit from a reduced burden, on health systems, of noncommunicable diseases and obesity due to increased active mobility. Physical activity due to active mobility will also have positive effects on mental health. Infrastructures for walking, as well as places where people can meet, will also increase informal contacts, which will have an impact on participation in social activities and therefore on mental health. Data on walking, cycling and micromobility will be regularly collected and made available to inform/evaluate policies and guide decisions and investments;

(g) Regulations and policies on car parking across the region will change to promote and reflect the change in modal split. More green spaces will be introduced, together with dedicated infrastructure for public transport, walking and cycling;

(h) All countries in the region will strive for a zero rate of mortality on roads. Exposure data on vulnerable road users, such as children and those practising active mobility, will be available to support policymaking;

(i) The social component will be included in transport planning and urban planning, together with the environment and health components. Gender, persons with disabilities and different age groups, in particular, will be considered in planning and when introducing innovations (e.g., digitalization) and ensuring accessibility and safety, leaving no one behind;

(j) External costs of road transport on society will be reflected in private transport prices;

(k) Data will be collected consistently, coherently and effectively across the region, with official statistics covering motorized transport, public transport, walking and cycling. Reliable and consistent data on greenhouse gas emissions from transport will be available and used for policymaking in member States;

(l)   Planning paradigms will be changed to both promote and reflect the change in modal split and to include walking and cycling, as well as an increase in public transport, and to include benefits to the social, environmental and health spheres. The "Avoid, Shift, Improve (and Enable)" approach will be used, and transport demand will be concentrated by proximity to destinations, such as services;

(m)   National, regional and local authorities will address transport, health and environment together, leading to more coherent and integrated policies and more efficient legal frameworks and budget allocations;

(n)   Member States will adopt policies to ensure adequate and sustainable financing for public transport and active mobility.

31.   The vision of this strategy can be achieved by working on areas that ministers decided to focus on in the Vienna Declaration:

(a)   Achieving improved living conditions in cities and regions by integrating environmental and health policies and objectives into coordinated transport and spatial planning;

(b)   Ensuring clean, safe, low-noise and net-zero emission transport by implementing policies and actions for healthy, active and safer mobility;

(c)   The social inclusivity of access to mobility and transport;

(d)   Directing investments, fiscal incentives and green finance initiatives towards sustainable transport to stimulate job creation and the economy;

(e)   Making the best use of the benefits of the digitalization of transport and mobility services;

(f)   Implementing sustainable mobility management and services, employing appropriate technologies for clean, efficient, healthy and safe transport systems;

(g)   The promotion of solutions to implement sustainable urban mobility, including a wide range of electric urban public transport modes and cycling and walking, and consideration of these forms of mobility in transport and spatial planning;

(h)   Ensuring the resilience of transport systems to climate change, pandemics and other disasters.

32.   The transformation indicated by the Vienna Declaration and by the vision of this strategy requires action at the international, national, subnational and local levels. At the international level, THE PEP provides a dedicated platform, but many other mechanisms will need to take consistent action to achieve this vision.[14]

33.   The role of THE PEP is elaborated on in section IV, followed by possible action at the national and subnational levels (see sect. V). The way in which THE PEP mechanisms could stimulate national and subnational actions is illustrated in the figure below.

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[14] For instance, at the Seventh Ministerial Conference on Environment and Health (Budapest, 5–7 July 2023), held within the European Environment and Health Process (EHP), WHO/Europe member States adopted the Budapest Declaration, which prioritizes urgent, wide-ranging action on health challenges related to climate change and environmental pollution, among other things. One of the elements of the Declaration was the extension of the then-THE PEP Partnership on Active Mobility to THE PEP/EHP Partnership on Healthy Active Mobility.

A combination of approaches to achieve the vision
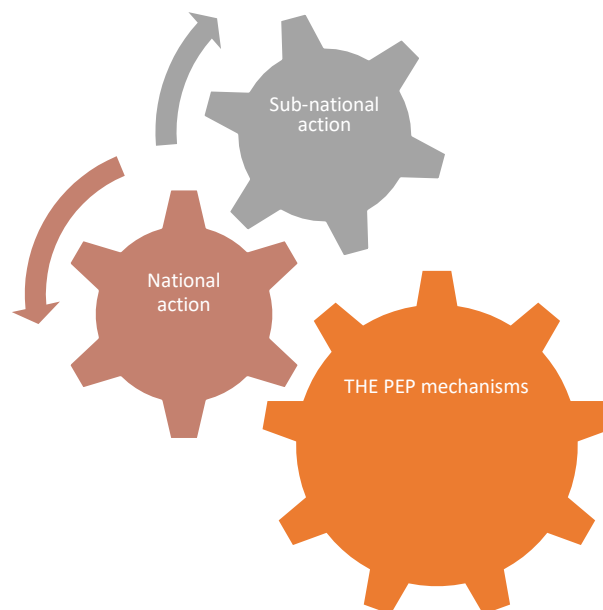
IV. Role of the Transport, Health and Environment Pan-European Programme

34.   This section elaborates on a set of specific goals of THE PEP within the framework of the strategy, aiming to support its implementation. The goals are grouped in subsection IV.B below according to the areas on which the Vienna Declaration focuses (see para. 31). Each of the goals is accompanied by multiple targets, which in turn have one or more actions that represent the core of the strategy. The strategy's focus areas and the goals, targets and actions for THE PEP are set out in the annex to the present document as an action plan.

35.   Each of the targets has a tentative target date of either 2030 or 2050 and is accompanied by several actions with different deadlines. The prioritization of these actions will be undertaken by the High-level Meeting on Transport, Health and Environment, which will translate them into the five-year workplans; those actions with a deadline of 2030 need to be included in the workplan to be adopted at the Sixth High-level Meeting on Transport, Health and Environment. Workplans should be supported by appropriate resource mobilization to enable their implementation, for example through the network of Partnerships.

36.   Member States, in carrying out the actions, will seek to discuss how to implement the strategy and mobilize the appropriate resources to facilitate implementation, drawing on the knowledge-sharing and good practices of each member State and the key role that the Partnerships play in THE PEP.

A.   Mandate

37.   Ministers in Vienna committed to developing a comprehensive pan-European strategy on transport, health and the environment, including a clear pathway for its implementation, to achieve the agreed vision and guide the further work of THE PEP, and use this strategy to:

(a)   Strengthen our commitment to further developing and implementing THE PEP to ensure that it helps to improve living conditions in our urban, peri-urban, rural and mountainous areas, making them healthier, safer, better connected and accessible, in a perspective of social equity with no one left behind;

(b)   Develop further synergies between THE PEP activities and the implementation of the 2030 Agenda, the Paris Agreement and other relevant intergovernmental processes through the activities set out below aimed at assisting member States in achieving the Sustainable Development Goals and climate action targets;

(c)   Strengthen our commitment to national action and international cooperation on policies to achieve our vision, including by integrating public transport, efficient intermodal connections and infrastructure for active mobility, for all users, with a view to reducing inequalities;

(d)   Consider the specific needs of children, youth, the elderly and persons with disabilities;

(e)   Develop effective monitoring by strengthening the collection of national and international data in the fields of transport, health and environment.[15]

38.   Accordingly, this section shows how THE PEP can be orientated and used to support the strategy's achievement, the ministers' vision as expressed in the Vienna Declaration and the commitments expressed therein, for example, with respect to preparing for healthy and active mobility in the pan-European region and, specifically, cycling.

B.   Goals of the Transport, Health and Environment Pan-European Programme within this strategy

39.   Below is a list of focus areas for the strategy of THE PEP for the Programme and for member States. The goals of THE PEP within this strategy are listed under each focus area:

Focus area 1. Improved living conditions in cities and regions thanks to integration of environmental and health policies and objectives into coordinated transport and spatial planning:

(1.a)   Integrate transport and spatial planning taking into account environmental and health aspects;

(1.b)   Coordinate policies to deliver improved living conditions;

(1.c)   Promote the extension of data collection practice to account correctly for active mobility;

(1.d)   Establish or strengthen existing national coordination mechanisms across sectors and levels;

(1.e)   Promote the inclusion of the health component in assessments of transport plans and projects.

Focus area 2. Clean, safe, low-noise and net-zero emission transport thanks to the implementation of policies and actions for healthy, active and safer mobility:

(2.a)   Promote policies and actions for healthy, active and safer mobility;

(2.b)   Promote the operation and availability of transport that is accessible and affordable for all, clean, safe, low-noise and with net-zero emissions;

(2.c)   Support the establishment of the Trans-European cycling network.

Focus area 3. Social inclusivity of access to mobility and transport:

(3.a)   Support planning and implementation of inclusive transport networks;

(3.b)   Develop and implement transport policies that promote the needs of:

(3.b.i) Different genders;

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[15]   ECE/AC.21/2021/2/Add.1−EUCHP2018924/4.3.2/Add.1, para. 3.

(3.b.ii) Children and youth;

(3.b.iii) Older persons;

(3.b.iv) Persons with disabilities;

(3.b.v) Rural and peri-urban areas;

(3.b.vi) Persons on low incomes.

Focus area 4. Directing investments, fiscal incentives and green finance initiatives towards sustainable transport to stimulate job creation and the economy:

(4.a)   Promote investments, fiscal incentives and green finance initiatives supporting sustainable transport and mobility;

(4.b)   Promote the job creation attributes of sustainable transport investments.

Focus area 5. Making the best use of the benefits of digitalization of transport and mobility services:

(5.a)   Support public administrations in sharing good practices in the digitalization of transport and mobility services;

(5.b)   Support digitalization of transport and mobility services while ensuring social, environmental and financial sustainability.

Focus area 6. Implementing sustainable mobility management and services, employing appropriate technologies for clean, efficient, healthy and safe transport systems:

(6.a)   Support the implementation of mobility management solutions and share good practices;

(6.b)   Support the development of user-friendly intermodal hubs and amenities;

(6.c)   Support the implementation of clean, efficient, healthy and safe technologies for transport systems;

(6.d)   Support the establishment of national eco-driving strategies and programmes;

(6.e)   Support the improvement of the environmental and health performance of fleets.

Focus area 7. Promotion of solutions to implement sustainable urban mobility, including a wide range of electric urban public transport modes and cycling and walking, and consideration of these forms of mobility in transport and spatial planning:

(7.a)   Promote urban public transport modes, in particular electric ones;

(7.b)   Promote cycling and walking in urban settings and doubling the share of cycling;

(7.c)   Promote planning of public and active transport in coordination with spatial planning;

(7.d)   Promote integrated multimodal transport planning comprising public transport, walking, cycling and micromobility;

(7.e)   Increase attractiveness and share of use of public transport: effective, high-quality and safe public transport is at the centre of mobility;

(7.f)   Implement land-use and infrastructure planning able to promote sustainable transport modes and reduce inefficient travel;

(7.g)   Promote a robust legal framework on micromobility for service providers and users, with effective enforcement of safety standards, disseminating content, social inclusion and equity issues (affordability and digital impoverishment).

Focus area 8. Transport systems resilient to climate change, pandemics and other disasters.

  (8.a) Promote transport systems that are resilient to health risks and climate change with a comprehensive and integrated approach focusing on people and their needs.

V. Options for national action

40. The strategy (see sect. III) needs to be implemented through a set of actions and initiatives at the subnational, national and international levels. The present section focuses on the national level, where different approaches[16] may be considered to meet countries' differing challenges and priorities. Actions at the national level should collectively lead to the achievement of the overall goals of the present strategy.

41. Two possible approaches towards the implementation of transport, health and environment actions at the national level are:

  (a) Portfolios of action, possibly prepared at the national level and submitted as commitments at a High-level Meeting on Transport, Health and Environment;

  (b) National transport, health and environment action plans[17] and other appropriate instruments in this field.

42. These approaches could be explored by the Steering Committee, with a view to possible further decisions at the Sixth High-level Meeting on Transport, Health and Environment and subsequent such High-level Meetings. For either approach, constituent actions might include:

  (a) Actions driven by commitments made at the international level, in particular the Vienna Declaration;

  (b) Implementation at the national level of THE PEP Recommendations for green and healthy sustainable transport[18] regarding: implementing sustainable urban and transport planning solutions ("Avoid"); putting effective, high-quality and safe public transport at the centre of mobility ("Shift" and "Improve"); capitalizing on micromobility ("Shift" and "Improve"); introducing effective mobility management ("Shift"); innovating to make transport green and healthy ("Improve"); encouraging active mobility ("Shift"); and leaving no one behind ("Improve");

  (c) Steps to implement the Pan-European Master Plan on Active Mobility[19] and its recommendations for the national level, such as developing and implementing national cycling and walking policies, supported by national cycling and walking plans, strategies and programmes, including the setting of national targets;

  (d) Steps to implement forthcoming master plans such as those for Walking and Active Mobility;

  (e) Application of other THE PEP guidance, currently including:

  (i) *A Handbook on Sustainable Urban Mobility and Spatial Planning: Promoting Active Mobility;*[20]

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[16] This would reflect the internal organization of countries and how they develop policies through a centralized or decentralized approach.

[17] For guidance on preparation, see Christian Schweizer, Francesca Racioppi and Leda Nemer, *Developing National Action Plans on Transport, Health and Environment: A Step-by-step Manual for Policymakers and Planners* (Copenhagen, WHO Regional Office for Europe, 2014).

[18] *Recommendations for Green and Healthy Sustainable Transport – "Building Forward Better"*, United Nations publication, ECE/AC.21/9.

[19] The Pan-European Master Plan on Active Mobility is composed of the Pan-European Master Plan for Cycling Promotion, adopted in 2021, and the Pan-European Master Plan on Walking, pending approval.

[20] United Nations publication, ECE/TRANS/298.

(ii) *Mobility Management: A Guide of International Good Practices*,[21] for example, by developing national and, if needed, regional and urban strategies for promotion of mobility management, and by establishing mobility management programmes to support cities, regions, companies, tourism and schools;

(iii) *Guidelines for National Eco-driving Initiatives: THE PEP Partnership on Eco-driving*,[22] for example, by supporting national eco-driving strategies and programmes;

(f)   National-level implementation of workplan activities determined by the High-level Meetings and other actions set out in the action plan contained in the annex to the present document.

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[21] United Nations publication, Sales No. E.20.II.E.10.

[22] Federal Ministry of Climate Action, Environment, Energy, Mobility, Innovation and Technology of Austria (Vienna, 2021).

Annex

Action plan for the Transport, Health and Environment Pan-European Programme (Focus areas, goals, target and actions)

Focus areas	Goals	Targets	Actions	Row
[1] Improved living conditions in cities and regions thanks to integration of environmental and health policies and objectives into coordinated transport and spatial planning	[1.a] Integrate transport and spatial planning taking into account environmental and health aspects	Increase in the number of policy documents on spatial and transport planning that take into account environmental and health aspects (by 2030)	Relevant Partnerships and selected relay race workshops promote integration of transport and spatial planning practice that takes into account environmental and health aspects such as NTHEAPs (by 2030)	1
			Development and maintenance of training module on United Nations e-learning platform (or other suitable public e-learning platform) aimed at civil servants and practitioners (by 2030)	2
		NDCs developed under the Paris Agreement include commitments on active mobility (by 2030)	Promotion of inclusion of active mobility in NDCs through the work of the relevant Partnerships (by 2030)	3
			Development of publication on cues about including active mobility in NDCs and expected outcomes with a view to using the ForFITS model for assessing future carbon dioxide emissions, to be made available via website on NDCs (by 2030)	4

Focus areas	Goals	Targets	Actions	Row
	[1.b] Coordinate policies to deliver improved living conditions	Promotion of the assessment of national regulations so that policies at nexus of transport, health and environment may be developed by building on the outcome of such assessment (by 2050)	Development of mechanism similar to Environmental Performance Review Programme to advise on policies at nexus of transport, health and environment (by 2050)	5
		Promotion of data collection and national and local monitoring and reporting systems able to keep track of results of coordinated policies (by 2030)	Development of monitoring standards including elements from transport, health and environment and linked to broad policy types (by 2030)	6
			Development of a monitoring mechanism and hosting thereof by ECE Statistics facility, with data contributed by THE PEP member States (by 2030)	7
		Collection and publication of sustainable urban mobility indicators (or suitable set of indicators developed under United Nations) and use said indicators to derive policy advice (by 2030)	Establishment of collection mechanism for urban mobility indicators and of observatory/repository to make them available (by 2030)	8
	[1.c] Promote the extension of data collection practice to account correctly for active mobility	Achievement of a significant improvement in data collection on cycling and walking at pan-European level, in particular by a reform of current modal split and transport statistics, which includes all walks and cycling trips, e.g. also to and from car parks, bicycle parks and public transport (by 2050)	Develop harmonized active mobility statistics and implement appropriate national account of transport statistics accounting correctly for walking and cycling (by 2050)	9
	[1.d] Establish or strengthen existing national coordination mechanisms across sectors and levels	Promotion of coordination mechanisms at national level between transport, health, environment and spatial planning sectors, including subnational and local authorities and involving other relevant stakeholders (by 2030)	Publication showcasing how coordination mechanisms across transport, health and environment (including NTHEAPs) and spatial planning, at national and at local levels may be organized and financed, for what objectives and with which final results (by 2030)	10

Focus areas	Goals	Targets	Actions	Row
			Promotion of academic/practitioner journal on policy and regulation of transport, health and environment, and spatial planning including discussion of administrative solutions for national coordination mechanisms (by 2030)	11
		Promotion of communication and support between national and local/municipality level of policymaking and planning/budgeting concerning transport, health and environment (by 2030)	Publication showcasing how coordination mechanisms across transport, health and environment and local authorities may be organized and financed, for what objectives and with which final results (by 2030)	12
		Assistance to national support mechanisms and capacity development, especially aimed at medium-small municipalities (by 2030)	Inclusion of capacity-building elements and showcasing of effective support mechanisms in programme of select relay races workshops (by 2030)	13
			Development of education programme by THE PEP Academy dedicated to national ministries and education institutions (similar to train-the-trainers initiative) (by 2030)	14
		Publication of education and training programmes for decision-makers and civil servants to enable them to work in current technological and social situation and adapt to developments (by 2030)	Publication on lessons learned about technological and social developments across transport, health and environment and how to build policies on them (for staff of municipalities and national authorities) (by 2030)	15
	[1.e] Promote the inclusion of the health component in assessments of transport plans and projects	Publication of international recommendations for assessing impact of transport and mobility on environment and health developed (by 2050)	Publication providing good practices and guidelines on including health components in transport assessments, building on previous WHO work and interlinking with relevant national and international initiatives such as SUMPs (by 2030)	16

Focus areas	Goals	Targets	Actions	Row
			Adoption of international recommendations based on guidelines on including health components in transport assessments previously published, and building on previous WHO work (by 2030)	17
		Incorporation of health component in national regulations on the assessment of transport projects and plans (by 2050)	Partnerships provide support to member States on how to best introduce the health component into national transport assessments so that it fits with national regulations while being harmonized across States (by 2030)	18
			Provision of input on health in national transport assessments to High-level Meetings and relevant relay races workshops, coordinated by THE PEP Academy or relevant Partnerships (by 2050)	19
[2] Clean, safe, low-noise and net-zero emission transport thanks to the implementation of policies and actions for healthy, active and safer mobility	[2.a] Promote policies and actions for healthy, active and safer mobility	Participatory decision-making is in place and engages multiple stakeholders ranging from municipal authorities, spatial planners, housing and transport providers, health authorities and community leaders to urban population and commuters (by 2050)	Establishment of a Champion of integrated decision-making on transport, health and environment, delivering key messages to conferences, universities, regulation-making institutions (by 2050)	20
		Urban settings where people and essential services and goods are accessible, safely and healthily, by convenient public transport, walking and cycling (by 2050)	Setting up of wiki or development of publication series of good practices used also by above-mentioned Champion as reference examples (by 2050)	21

Focus areas	Goals	Targets	Actions	Row
		Foster inclusion of freight in an integrated approach to transport, health and environment so that goods can reach markets without compromising liveability of urban areas (by 2030)	Establishment of a working group on governance and regulation of urban logistics and on better understanding of factors that create transport demand to contain/manage said demand in urban areas, in order to share experiences (by 2030)	22
	[2.b] Promote the operation and availability of transport that is accessible and affordable for all, clean, safe, low-noise and with net-zero emissions	Development of a promotion programme for clean, safe, low-noise and net-zero emission transport (by 2050)	Development of reference test cycles for all types of vehicles, including e-bikes (by 2050)	23
		Increase the skills for design of active mobility and intermodal infrastructure available to countries, regions and municipalities (by 2030)	Development of THE PEP Academy courses (by 2030)	24
		Development of active mobility knowledge hubs (by 2030)	Initiation of active mobility knowledge hubs, supported by relevant Partnerships, similar to those for cycling mobility foreseen by Pan-European Master Plan for Cycling Promotion (by 2030)	25
		Improved safety and environmental inspections of vehicles (by 2030)	Development of courses and self-learning material as part of THE PEP Academy (by 2030)	26
			Development of guidelines on safety and environmental inspections (by 2030)	27

Focus areas	Goals	Targets	Actions	Row
			Preparation of agreement on unification of national technical inspection procedures as concerns environmental characteristics of road vehicles and avoid entry into market of imported used vehicles with non-functioning aftertreatment systems (by 2050)	28
		Stimulate renewal of urban vehicles, including public transport fleets, with introduction of electric-powered vehicles and autonomous vehicles (by 2050)	Establishment of a working group with IFIs to support municipal and rural public transport authorities with funding of vehicles and services, especially with green-financing instruments (by 2050)	29
			Development of guidelines/good practice publication on choosing, financing and procuring new propulsion vehicles (by 2050) (same actions as action under 6.c)	30
		Improve fuel quality control (by 2050)	Setting up of a working group on fuel quality control (by 2030)	31
			Development of an international statistics repository on fuel quality based on contributions by member States (by 2030)	32
			Development of courses and self-learning material on fuel quality control as part of THE PEP Academy (by 2050)	33

Focus areas	Goals	Targets	Actions	Row
	[2.c] Support the establishment of the Trans-European cycling network	Support the ECE Group of experts on the cycling infrastructure module and accompany the necessary steps to develop and establish a Trans-European cycling network, based on elements and principles of Pan-European Master Plan for Cycling Promotion (by 2030)	ECE Group of experts on the cycling infrastructure module proposes Trans-European cycling network and its technical specifications (by 2030)	34
			The trans-European cycling network is proposed for adoption (by 2030)	35
[3] Social inclusivity of access to mobility and transport	[3.a] Support planning and implementation of inclusive transport networks	Develop communication and dissemination activities focused on planning and operating inclusive transport network (by 2030)	Planning and operating inclusive transport networks included in select relay race workshops programmes (by 2030)	36
		Publication of guidelines or training focused on expanding currently collected transport demand and supply information to account correctly for differences across users (by 2030)	Development of guidelines on collection of transport demand and supply information to account correctly for differences across users (by 2030)	37
			Development of training material for e-learning platform and material downloadable for class and self-teaching use (by 2050)	38
			(same actions as action under 3.b.i)	
		Develop and publish methods and tools to assess the level of transport inequalities and transport poverty (by 2030)	Development of good practices on measuring and understanding transport inequalities and transport poverty and how such measures may be used in planning (by 2030)	39
			Development of good practices about schemes aimed at reducing transport inequalities and transport poverty (follow-up action, by 2050)	40

Focus areas	Goals	Targets	Actions	Row
	[3.b.i] Develop and implement transport policies that promote the needs of different genders	Foster transport systems designed and operated to cater for all users (by 2030)	Development of guidelines on collection of transport demand and supply information to account correctly for differences across users (by 2030)	41
			Development of training material for e-learning platform and material downloadable for class and self-teaching use (follow-up action, by 2050)	42
	[3.b.ii] Develop and implement transport policies that promote the needs of children and youth	Promote the extension of data collection practice to account for the mobility of children and youth (by 2030)	Development of a baseline survey on mobility services and infrastructure for, as well as on, the needs of children and youth in their daily mobility, in particular mobility related to education (by 2030)	43
		Foster transport systems designed and operated to cater for children and youth (by 2030) [target to be achieved also by contributing to the target on guidance on mobility management strategies for children and youth under 6.a, row 77]	Development of measures to address the needs of children and youth in transport systems (by 2030)	44
			Promotion of continuous and safe networks accounting for children's and youth's trip origins and destinations (by 2030)	45
			Support the establishment of safe routes to schools and kindergartens (by 2030)	46
			Promotion of knowledge exchange and capacity-building on the needs of children and youth in mobility, e.g. through events and webinars (by 2030)	47

		Develop national platforms and programmes to engage youth in decision-making on transport, health and environment (by 2030)	Development of pan-European Strategy on Child- and Youth-friendly Mobility and subsequently a pan-European Master Plan through relevant Partnerships as appropriate and in cooperation with member States and youth representatives, as well as youth organizations, including indicators, guidance and checklists to aid implementation of measures for child- and youth-friendly mobility (by 2030)	48
			Development of guidelines for mobility management in schools, mobility training and education, e.g. aimed at heads of schools and teachers as well as at parents (by 2030)	49
			Publication on experiences and suggestions on involving youth in planning of built environment and of transport provision (follow-up action, by 2050)	50
	[3.b.iii] Develop and implement transport policies that promote the needs of older persons	Foster transport systems designed and operated to cater for all users (by 2030)	Collection of challenges faced by older persons in daily transport and in access to health services (including due to digitalization of services) (by 2030)	51
			Development of publication and planning advice on how to avoid exclusion of older persons due to transport and health challenges (by 2030)	52
			Development of technology-neutral model regulation to avoid exclusion of older persons due to digitalization (follow-up action, by 2050)	53

Focus areas	Goals	Targets	Actions	Row
	[3.b.iv] Develop and implement transport policies that promote the needs of persons with disabilities	Foster transport systems designed and operated to cater for all users (by 2030)	Collection of challenges faced by persons with reduced mobility and persons with disabilities in daily transport in urban areas and in use of public spaces (by 2030)	54
			Foster harmonized regulations on access by wheelchair users to public transport vehicles (similar to what is done for railways) (by 2030)	55
	[3.b.v] Develop and implement transport policies that promote the needs of rural and peri-urban areas	Share knowledge on how to improve sustainable mobility and transport in rural areas (by 2050)	Development of guidelines/good practices on organizing public and intermodal transport in low-density areas, with focus on the role of cycling and e-cycling, both in daily transport and in relation to tourism linking to relevant Partnerships as appropriate (by 2050)	56
	[3.b.vi] Develop and implement transport policies that promote the needs of persons on low incomes	Share knowledge on how to improve sustainable mobility and transport on outskirts of cities and for low-income groups (by 2050)	Development of methods to measure equity and exclusion effects due to transport on outskirts of cities useful for planning purposes (by 2030)	57
			Discussion of equity and exclusion due to transport on outskirts of cities and remedial measures as part of select relay race workshops (by 2050)	58

Focus areas	Goals	Targets	Actions	Row
[4] Directing investments, fiscal incentives and green finance initiatives towards sustainable transport to stimulate job creation and the economy	[4.a] Promote investments, fiscal incentives and green finance initiatives supporting sustainable transport and mobility	Support the provision of sufficient funding for priority public transport and active mobility improvements (by 2030)	Development of guidelines including good practices on green bonds, financial incentives, public-private partnerships, land development levies to fund public transport and intermodal connections and active mobility infrastructure in collaboration with ECE International Public-Private Partnership Centre of Excellence (by 2030)	59
			Development of a platform fostering meeting of municipality needs and green financing offers concerning public transport and active transport infrastructure (by 2030)	60
		Support the establishment of a pan-European financing programme for active mobility infrastructure development and capacity-building, along with the establishment of sustainable cooperation with IFIs in this respect (by 2050)	Pan-European financing programme for active mobility infrastructure development and capacity-building is supported, along with establishment of sustainable cooperation with IFIs in this respect (by 2050)	61
	[4.b] Promote the job creation attributes of sustainable transport investments	Update statistics and publications demonstrating the link between sustainable transport investments and job creation (by 2030)	Development of observatory on green jobs and transport changes as part of Partnership on Jobs in Green and Healthy Transport activities with establishment of relevant standard statistics (by 2030)	62
			Establishment of regular publication series of summary statistics on Jobs in Green and Healthy Transport (by 2030)	63

Focus areas	Goals	Targets	Actions	Row
[5] Making the best use of the benefits of digitalization of transport and mobility services	[5.a] Support public administrations in sharing good practices in the digitalization of transport and mobility services	Share knowledge on how to interact with digitalization actors (by 2030)	Guidelines with collection of best-practice examples providing interaction between public authorities with digitalization and mobility-as-a-service actors or promotion of sustainable daily mobility through digital tools as part of the Partnerships, as appropriate (by 2030)	64
	[5.b] Support digitalization of transport and mobility services while ensuring social, environmental and financial sustainability	Share knowledge on digitization and mobility as services developed as effective approaches for mobility management (by 2030)	Showcase mobility management supported by digitalized services as part of relay races workshops (by 2030)	65
		Share knowledge on fostering environmental sustainability in digitalization of transport and mobility (by 2050)	Development of a publication on how to use transport digitalization to promote healthy and environmentally sustainable transport options (by 2050)	66
		Foster international and national booking systems for public transport, including reservation systems for car- and bike-sharing and travel information systems, that are interoperable and customer-friendly (by 2050)	Setting up of a working group on interoperability of information and reservation systems liaising with international standards development organizations (by 2050)	67
		Integrate travel information and public transport into booking and reservation systems and tourism marketing (by 2030)	Setting up of events showcasing integration of information and booking systems as part of Partnership on Sustainable Tourism Mobility activities (by 2030)	68
		Share knowledge on digitalization for monitoring and management of systems including enforcement, employment of ticketing and revenue management systems that facilitate equity in access to transport (by 2050)	Discussion on practices for public transport integrated ticketing as part of select relay race workshops (by 2030)	69

Focus areas	Goals	Targets	Actions	Row
			Development of publication on good practices for public transport, pricing policies, integrated ticketing and socially sustainable ticketing (by 2050)	70
		Promote the introduction of enhanced speed control systems for vehicles, including e-scooters, in urban areas (by 2030)	Setting up of working group on speed control systems in cooperation with ECE World Forum for Harmonization of Vehicle Regulations (by 2030)	71
		Promote the introduction of digital services such as teleworking and digital windows for public services in order to reduce transport demand (by 2030)	Development of publication reporting on effects of introduction of digital services such as teleworking and digital windows on transport demand (by 2030)	72
[6] Implementing sustainable mobility management and services, employing appropriate technologies for clean, efficient, healthy and safe transport systems	[6.a] Support the implementation of mobility management solutions and share good practices	Develop a pan-European strategy on mobility management under THE PEP Partnerships and in cooperation with EPOMM (by 2050)	Development of pan-European Master Plan for Mobility Management Promotion in cooperation with EPOMM, focusing on emerging challenges and opportunities (digitalization and mobility as a service, limited availability of public transport or safe cycling and walking routes) similar to Master Plan for Cycling Promotion (by 2050)	73
		Extend THE PEP cooperation and partnerships in mobility management, e.g., by cooperating with relevant organizations, e.g., EPOMM (by 2050)	Establishment of Mobility Management knowledge hub in cooperation with EPOMM or complementary to it, tasked with implementing the Master Plan for Mobility Management Promotion, and catering for all countries in the region and all situations (thus with broader scope than EPOMM) (by 2050)	74

Focus areas	Goals	Targets	Actions	Row
		Foster introduction of compulsory mobility management plans as part of new developments (by 2050)	Support member States with introduction of compulsory mobility management plans as part of new developments (by 2050)	75
		Share up-to-date good practices on mobility management (by 2030)	Publish new edition of ECE/THE PEP publication on mobility management practices with focus on emerging challenges and opportunities (digitalization and mobility as a service, limited availability of public transport or safe cycling and walking routes) (by 2030)	76
		Develop guidance on preparing national mobility management strategies aiming at child- and youth-friendly mobility in coordination with other member States under THE PEP (by 2050)	Inclusion of needs of children and youth, e.g., in schools, kindergartens and youth organizations, in "mobility management" chapter of Master Plan for Child- and Youth-friendly Mobility (by 2050)	77
	[6.b] Support the development of user-friendly intermodal hubs and amenities	Share knowledge on the concept of intermodal hub centre for public transport (by 2030)	Publication with examples on integrating public transport – as backbone of transport – with active mobility with intermodal hubs and simpler facilities (by 2030)	78
	[6.c] Support the implementation of clean, efficient, healthy and safe technologies for transport systems	Promote procurement and funding to clean technologies for public transport (by 2050)	Establishment of a working group with IFIs to support municipal and rural public transport authorities on funding of vehicles and services, especially with green-financing instruments (by 2030)	79
			Development of guidelines/good practices publication on choosing, financing and procuring new propulsion vehicles (by 2050)	80

Focus areas	Goals	Targets	Actions	Row
	[6.d] Support the establishment of national eco-driving strategies and programmes	Extend eco-driving guidelines and promotion activities (by 2030)	Development of guidelines on eco-driving extended to non-road mobile machinery (by 2030)	81
		Support and implement events promoting and disseminating eco-driving (by 2030)	Relay race workshops including eco-driving initiatives (also directed to public transport) (by 2030)	82
			Provision of awareness-raising material by Partnership on Eco-driving to support national awareness-raising campaigns (by 2050)	83
			Technical assistance by Partnership on Eco-driving to establish national eco-driving training centres/initiatives for master trainers (at the request of States) (by 2030)	84
			Establishment of eco-driving championship (by 2030)	85
	[6.e] Support the improvement of the environmental and health performance of fleets	Implement programme to avoid transfer of worst-performing used vehicles to less affluent countries (by 2050)	Establishment of a platform to discuss regulations on used vehicles, health and environmental and social sustainability and equity, with a programme to avoid transfer of worst-performing used vehicles to less affluent countries (same as for public transport vehicles) (by 2030)	86
			Establishment of an observatory to monitor transfer of used vehicles to less affluent countries and consequences on environment and health (same as for public transport vehicles) (by 2050)	87

Focus areas	Goals	Targets	Actions	Row
		Implement programme towards improved environmental and health performance of public transport fleets with the change of their composition (by 2050)	Development of recommendations on minimum quality level for public transport vehicles (by 2030)	88
			Establishment of an observatory to monitor transfer of used vehicles to less affluent countries and consequences for environment and health (same as for private vehicles) (by 2050)	89
[7] Promotion of solutions to implement sustainable urban mobility, including a wide range of electric urban public transport modes and cycling and walking, and consideration of these forms of mobility in transport and spatial planning	[7.a] Promote urban public transport modes, in particular electric ones	Share knowledge on new ways to finance public transport assets and operations (by 2030)	Establishment of a platform to exchange experiences on electric and clean propulsion bus and equipment financing (by 2030)	90
			Development of guidelines for public authorities with model performance contracts and discussion of new roles and actors in provision of transport services or vehicle (by 2050)	91
			Establishment of a platform to discuss regulation on used vehicles, health and environmental and social sustainability and equity with a programme to avoid transfer of worst-performing used vehicles to less affluent countries (same as for private vehicles) (by 2030)	92

Focus areas	Goals	Targets	Actions	Row
	[7.b] Promote cycling and walking in urban settings and doubling the share of cycling	Improve safety of cyclists, pedestrians and users of micromobility in every country in the region and significantly reduce the number of fatalities and serious injuries amongst these road users in the region as a whole (by 2030)	Establishment of working group towards a convention on ECE cycling network with development of minimum standard parameters (extension of remit of Group of experts on cycling infrastructure module) (by 2030)	93
			Development of proposal for a convention on ECE cycling network. Such a convention would incorporate reference cycling routes and provisions for minimum standard parameters for those routes (by 2030)	94
		Promote beneficial effects of active mobility on health to increase modal share of active mobility (by 2030)	Public figure or former sports champion to act as THE PEP Champion promoting health benefits of active mobility, public policies on active mobility promotion and on safety of active mobility infrastructure (by 2030)	95
		Support the work of THE PEP Partnership on Active Mobility and extend its participation across the region (by 2030)	Organization of events to promote Partnership on Active Mobility with countries in the region not yet participating (by 2050)	96
		Support the implementation of the Pan-European Master Plan for Cycling Promotion in the framework of the relevant Partnerships (by 2050)	Implementation of actions foreseen by the Pan- European Master Plan for Cycling Promotion (according to the timeline of the Master Plan)	97
			Partnership on Active Mobility sets up registry of national implementation actions of the Pan-European Master Plan for Cycling Promotion (according to the timeline of the Master Plan)	98

Focus areas	Goals	Targets	Actions	Row
		Establish a pan-European competence centre on active mobility (by 2050)	Setting up of a pan-European competence centre on active mobility as foreseen by Pan-European Master Plan for Cycling Promotion and the following plans on promotion of walking and active mobility (according to the timeline of the Master Plan)	99
	[7.c] Promote planning of public and active transport in coordination with spatial planning	Promote spaces and infrastructure for active mobility in urban and rural settings according to Master Plan on Active Mobility and in connection to public transport infrastructure and services (by 2050)	Development of active mobility and public space curriculum at THE PEP Academy (by 2050)	100
		Promote the connection of public transport infrastructure and services and spaces and infrastructure for active mobility in urban and rural settings (by 2050)	Development of public transport and land-use curriculum at THE PEP Academy (by 2050)	101
		WHO Healthy Cities Network informs health professionals about public transport and integrated public transport and active mobility as levers for health promotion (by 2030)	Cooperation with WHO Healthy Cities Network to increase attention given to public transport and active mobility in cities' Health Development Plans (by 2030)	102
	[7.d] Promote integrated multimodal transport planning comprising public transport, walking, cycling and micromobility	Policies and plans integrate transport and spatial planning (by 2030)	Promotion of national cycling policies – each supported by a national cycling plan and a national cycling competence centre – and of integration with public transport and with directions on the use of shared spaces in line with the activities of the relevant Partnerships (by 2030)	103
			Promotion of introduction of bicycle-friendly regulations into national regulatory frameworks in line with the activities of the relevant Partnerships (by 2030)	104

Focus areas	Goals	Targets	Actions	Row
			Promotion of national walking policies, each supported by a national walking plan with directions on use of shared spaces and promotion of lower vehicle speeds on urban roads (30 km/h as norm, higher limits as exceptions) in line with the activities of the relevant Partnerships (follow-up action, by 2050)	105
		Tourism offer is based on walking and cycling supported by public transport no longer relying on availability of a car (by 2030)	Promotion of sharing of good practices to support locations basing their tourism offer on active mobility and public transport in line with the activities of the relevant Partnerships (by 2030)	106
	[7.e] Increase attractiveness and share of use of public transport: effective, high-quality and safe public transport is at the centre of mobility	Promote systems where public transport is at centre of mobility and other services and infrastructure are designed to support public transport (by 2030)	Working group to promote the introduction into national/federal legislation/regulations of ASI framework and integrated transport centred around public transport (by 2030)	107
	[7.f] Implement land-use and infrastructure planning able to promote sustainable transport modes and reduce inefficient travel	Foster planning aiming at key services in urban areas reachable within 15 minutes by active mobility or public transport (by 2050)	Establishment of working group on "15-minute cities", active mobility and public transport to identify and share good practices (by 2030)	108
			Establishment of courses on 15-minute cities and appropriate public and active transport support by THE PEP Academy and recognition of such courses as part of undergraduate and postgraduate education (by 2050)	109

Focus areas	Goals	Targets	Actions	Row
	[7.g] Promote a robust legal framework on micromobility for service providers and users, with effective enforcement of safety standards, disseminating content, social inclusion and equity issues (affordability and digital impoverishment)	Promote the establishment and enforcement of micromobility safety standards and understand the social implications of micromobility (by 2030)	Establishment of a working group on micromobility concerning regulation, safety and equity in order to understand better the spread of micromobility and exchange data and experiences (by 2030)	110
[8] Transport systems resilient to climate change, pandemics and other disasters	[8.a] Promote transport systems that are resilient to health risks and climate change with a comprehensive and integrated approach focusing on people and their needs	Exchange knowledge and good practices on measures to ensure accessibility in health emergencies (by 2050)	Establishment of a working group on response measures to ensure accessibility in health emergencies at cross-border, national and local levels (by 2030)	111
			Publication of guidelines to develop response measures to ensure accessibility in health emergencies at cross-border, national and local levels (by 2050)	112
		Share knowledge and good practices on measures to ensure accessibility of critical sites in case of extreme weather events and acceptable conditions for transport of people and goods despite climate change impacts at cross-border, national and local levels (by 2030)	Rely on ECE Group of Experts on Assessment of Climate Change Impacts and Adaptation for Inland Transport to foster international collaboration and exchange of information (including climate projections and risk maps) and good practices to use climate projections, assess impacts (e.g., vulnerability studies), update technical standards and methodologies, evaluate socioeconomic costs of adaptation and ensure resilience of transport infrastructure and services (by 2030)	113

Focus areas	Goals	Targets	Actions	Row
			Establishment of an online repository of risk maps on extreme weather events and transport infrastructure in cooperation with work on climate projections by the ECE Group of Experts on Assessment of Climate Change Impacts and Adaptation for Inland Transport (by 2030)	114
			Fostering of cross-border, national and local plans detailing response measures to ensure sufficient accessibility of critical sites in case of extreme weather events and acceptable conditions for transport of people and goods despite climate change impacts (by 2030)	115
			Establishment of a conference series on outreach and exchange of experience and good practices about response measures to ensure accessibility in case of climate change impacts, following the Mediterranean Conference for raising awareness on adaptation of transport infrastructure to climate change and on setting up an effective intervention programme (Marseille, France, 15–16 May 2023) in cooperation with Group of Experts on Assessment of Climate Change Impacts and Adaptation for Inland Transport (by 2030)	116

Abbreviations: ASI, Avoid-Shift-Improve; EPOMM, European Platform on Mobility Management; ForFITS, For Future Inland Transport Systems; IFI, international financial institution; NDCs, nationally determined contributions; NTHEAP, national transport, health and environment action plan; SUMP, sustainable urban mobility plan.