

**Fourth Meeting of the
Ad Hoc Working Group on Strategy and Possible Legal Instruments**

1 December 2022

**Session 3
STRATEGY ON TRANSPORT, HEALTH AND ENVIRONMENT**

**Update on the status of the desk review on transport, health and
environment policy documents**

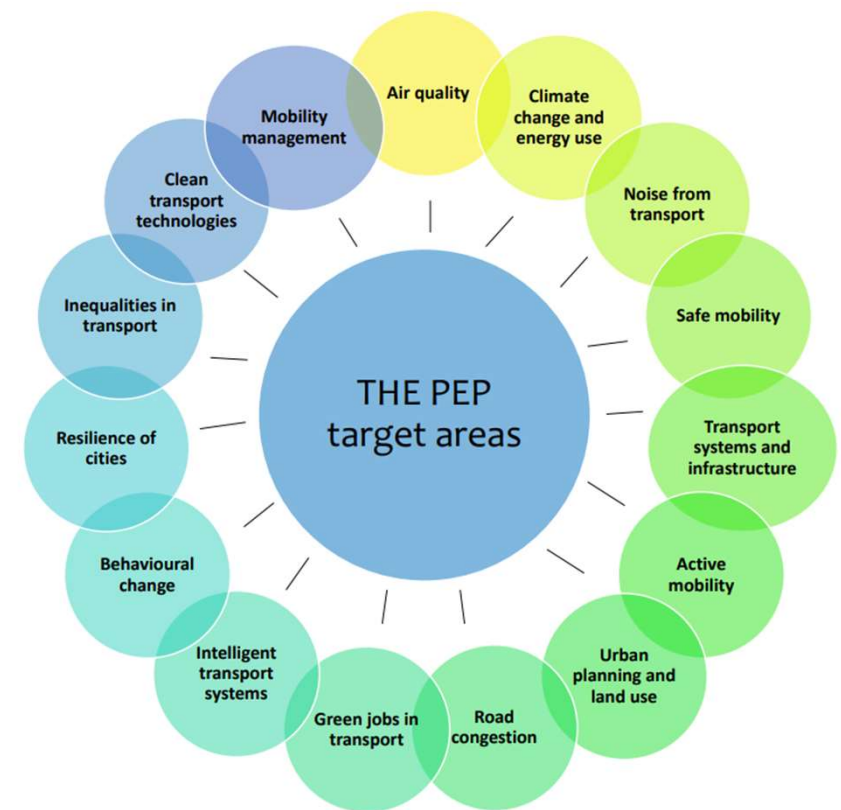
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consultant

The mandate

- **Desk review of THE PEP publications** about sustainable, green and healthy transport, including all **outcome documents of the Fifth High-level Meeting**
- **Review relevant publications, legally-binding instruments and policy tools** and instruments at subregional, regional and global levels supporting sustainable transport, including those of the **UNECE Inland Transport Committee, UNECE Committee on Environmental Policy, World Health Organization, and the OECD International Transport Forum** and its Transport Research Committee
- **The focus should be on the nexus between transport, health and environment.**
- The consultant will also **examine the activities undertaken within the framework of THE PEP Partnerships** and the other implementation mechanisms of THE PEP, and with **activities undertaken under other international forums in the field of transport, health and environment**

Structure of review: attempts

- Need to structure review according to final use
- For instance, using the categories on the comprehensive chart on the right but:
 - Not really workable for a review since many policies/documents/tools concern at the same time several of the items on the chart
- So: something simpler but still comprehensive



Source: THE PEP

Structure of review: the Vienna Declaration

- The Vienna Declaration vision
- **Building forward better by transforming to new, clean, safe, healthy and inclusive mobility and transport**



- New mobility and transport
- Clean mobility and transport
- Safe mobility and transport
- Healthy mobility and transport
- Inclusive mobility and transport



Five main categories to build the review

Structure of review: the Vienna Declaration

New mobility and transport

New planning

Integration other than by planning

Monitoring

Clean mobility and transport

Jobs and clean mobility and transport

Safe mobility and transport

Heathy mobility and transport

Inclusive mobility and transport

Better connections

Accessibility

Structure of review: scoping

| | THE PEP | UNECE ITC | UNECE Comm. on Environ. Policy | WHO | Other UN Agencies incl. UNESCAP and ILO | OECD ITF | EU | CIS |
|--|---------|--------------|--|-----|---|----------|----|-----|
| New mobility and transport | | | | | | | | |
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| Accessibility | | | | | | | | |

Structure of review: details of publications and tools

Publication A

General information

Relevance to THE PEP strategy

Current situation

Indications for action

Notes towards THE PEP strategy

19. Guidelines for National Eco-driving Initiatives

19.1. General information

| | |
|-----------------------------|--|
| Title | Guidelines for National Eco-driving Initiatives |
| Issuing body | THE PEP; Federal Ministry Republic of Austria – Climate Action, Environment, Energy, Mobility, Innovation and Technology; Klimaaktiv mobil EcoDriving Austria |
| Publication date | May 2021 |
| Nature of policy instrument | Guidelines for national authorities |
| Description | A set of guidelines to establish eco-driving programmes by training the trainers. The document describes the importance of training and outlines possible training set-up. It urges for international collaboration and for embedding eco-driving in training and re-training of drivers as a means to control energy consumption (also for e-vehicles), emissions, and increase safety. |
| Geographical scope | Pan-European |
| Scope | Trainers or drivers of all types of vehicles, whether private or in fleets, public or corporate. Drivers of any experience, from driving school trainees to professional drivers with years of experience. |
| Link | https://thepep.unecp.org/sites/default/files/2022-05/KAM_Brosch%C3%BCre_Guidelines_Ecodriving_ENG.pdf |

19.2. Relevance to THE PEP strategy

19.2.1. Current situation

The THE PEP has a dedicated Partnership on eco-driving.

The THE PEP Partnership provides:

- exchange of experience
- support for implementation of eco-driving trainings
- education seminars for driving trainers in respective countries

Trainings were conducted within THE PEP by Austrian eco-driving master trainers in Kazakhstan and the Russian Federation.

In detail, the THE PEP Partnership on eco-driving contributes to

- reducing emissions of transport-related greenhouse gases, air pollutants and noise (goal three of THE PEP Paris declaration)
- strongly to promoting policies and actions conducive to healthy and safe modes of transport (goal four of THE PEP Paris declaration)

19.2.2. Indications for action

Eco-driving is an easy but efficient way of driving and saving money and energy, and drive more safely. It can be applied by any driver in daily practice with all vehicles (cars/e-cars, buses/e-buses, trucks, trams, trains, tractors, or construction machines) and in all traffic conditions – without expensive investments in infrastructure or new vehicle technologies. Benefits mentioned can be achieved in equal or reduced travel time between origin and destination.

The guidelines strongly underscore the role of trainers as the successful factor in eco-driving.

For eco-driving programmes to be successful the following points are important:

1. Ensure longevity of the eco-driving initiative, by embedding it with a long-term strategy and providing long-term funding. Eco-driving trainings should be included into existing training programmes and, for instance, be part of induction for new employees.

expertise and experts. It is important to understate the current status of eco-driving and then have master trainers to provide training for local driving instructors that would become trainers of driving instructors. A train the trainers programme should then be set up. Eco-driving trainers should be recognised professionally (certified) and be part of a dedicated association. There are several benefits of eco-driving and emphasis should go to those that are of main interest of trainees: average fuel reductions of up to 10–20% for cars, 5–10% for trucks, reductions in maintenance costs, safer driving, reduction of NOx emissions. The publication stresses that eco-driving is much more than following eco-driving principles and trainers have a key role in deploying the techniques by addressing behavioural patterns of long-term practicing drivers, including professional drivers.

The roll-out of eco-driving training courses. The guidelines provide several formats of eco-driving training depending on the target group and on the time available. They also indicate that efforts of eco-driving should be tracked to be demonstrated to trainees (for instance: fuel consumption per month by unit distance), to check the lasting effects of the programme and address barriers.

Understand the barriers and how to overcome them. The guidelines further reinforce the need for practical training supervised by qualified trainers especially for driving professionals. Trainers need to be able to address technical, social, psychological and cultural items. Sometimes participants of training seminars are opposing the idea of getting trained at all. Provide training programmes for drivers of different vehicles. As mentioned above eco-driving applies to diverse vehicles: trucks and buses, trams, trains, tractors, or construction machines. Focus on eco-driving in electric vehicles, which increases driving range. Techniques for e-vehicles are slightly different from those for conventional vehicles.

Integrate eco-driving in the training of learners/novice drivers. A European directive has made eco-driving a mandatory element of the practical examination of new drivers since 2013, but the level of eco-driving is taught in driving education differs largely between countries.

Focus towards THE PEP strategy

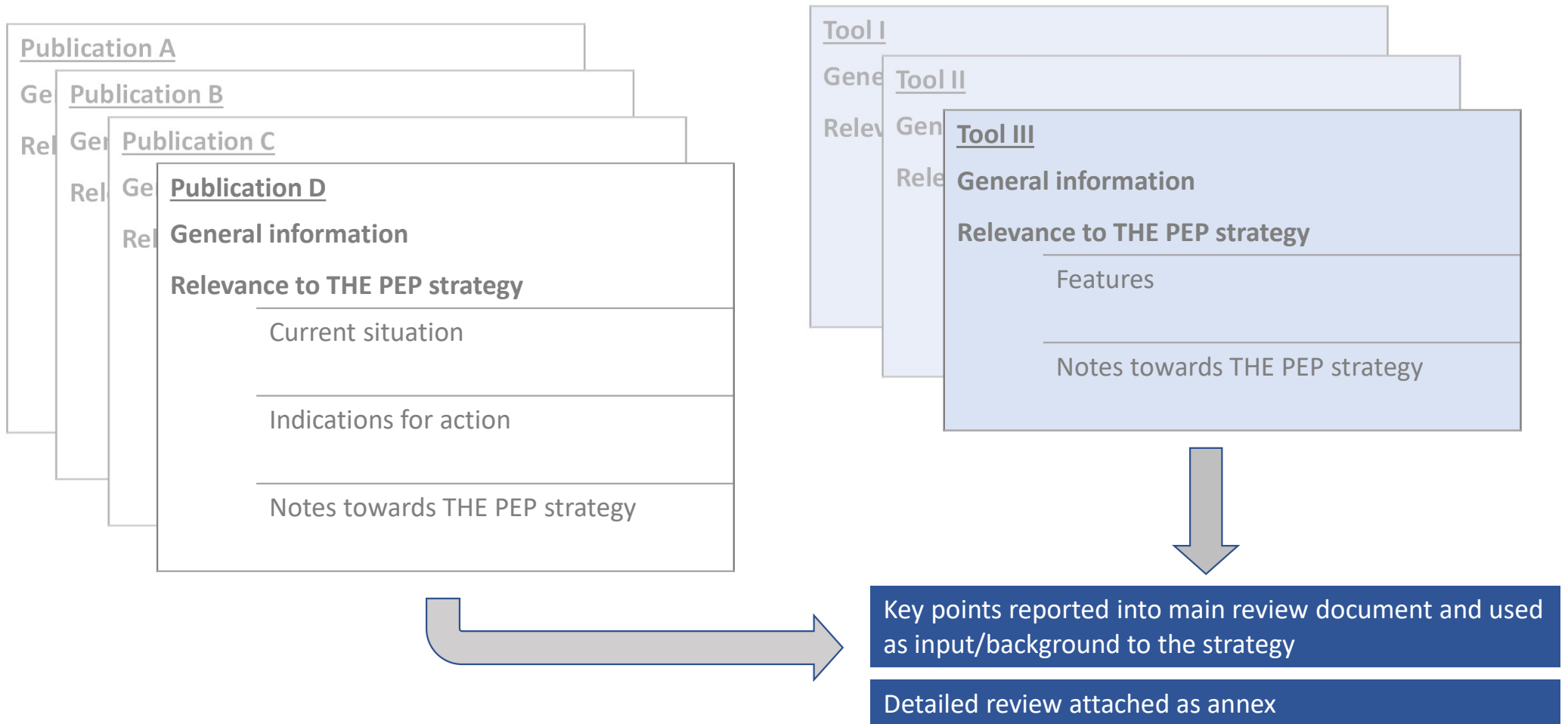
Vienna: the member states agreed to endorse the practical results and recommendations achieved by the Partnership on eco-driving and requested requesting the Partnership on eco-driving to explore extension of eco-driving to electric vehicles and other forms of transport and non-road mobile machinery.

National eco-driving initiatives should be established based on THE PEP Guidelines on eco-driving. Following THE PEP Guidelines on eco-driving, platforms of national eco-driving experts and tutorials relevant for eco-driving should be set up in Member States. Using such platforms, national eco-driving standards, handbooks and certification schemes for eco-driving trainers and driving initiatives should be established.

Eco-driving should be integrated into the legislative framework for driving education and examination for learner drivers. Driver training and test procedures should incorporate the driving of electric vehicles and vehicles using alternative fuels and propulsion systems on an equal basis with conventional vehicles.

Roll-out of eco-driving initiatives should also be supported by awareness-raising campaigns

Structure of review: details of publications and tools



Review: workflow

1

Scoping stage

| | THE PEP | UNECE ITC | UNECE Comm. on Environ. Policy | WHO | Other UN Agencies incl. UNESCAP and ILO | OECD/ITF | EU | CIS |
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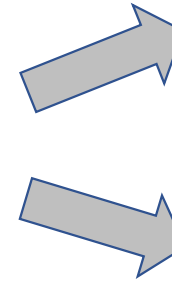
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Review stage and writing up of detailed review

| Publication A |
|--------------------------------|
| General information |
| Relevance to THE PEP strategy |
| Current situation |
| Indications for action |
| Notes towards THE PEP strategy |

3

Writing up of summary review



Elements for discussing/drafting THE PEP strategy

Review + Annex

Issue with scoping: size of results

- Works by THE PEP, in some cases, go under other UN Agencies since they published them

| | THE PEP | UNECE Inland Transport Committee | UNECE Committee on Environmental Policy | World Health Organisation | UN (other parts, incl UNESCAP) | OECD ITF |
|------------------------------------|---|--|---|--|--|--|
| New planning | <p>Mobility during and after an epidemic in the short-medium term</p> <p>Recommendations for Green and Health Sustainable Transport – "Building forward better"</p> <p><i>Partnership on the Integration of Transport, Health and Environmental Objectives into Urban and Spatial Planning (PG5)</i></p> <p>Developing national action plans on transport, health and environment. A step-by-step manual for <u>policy makers</u> and planners (2014)</p> | <p>Transport for Sustainable Development - The case of Inland Transport (2015)</p> | <p><i>Convention on Access to Information, Public Participation in Decision-making and Access to Justice in Environmental Matters</i></p> <p><i>Maastricht Recommendations on Public Participation in Decision-making (2015)</i></p> <p><i>The Aarhus Convention: An Implementation Guide (second edition) (2014)</i></p> | <p>Developing national action plans on transport, health and environment (2014)</p> <p>Urban planning for resilience and health: key messages – summary report on protecting environments and health in urban areas (2022)</p> <p>Urban planning for health – experiences of building resilience in 12 cities (2022)</p> <p>Urban planning, design and management approaches to building resilience – an <u>evidence</u> review (2022)</p> <p>Urban Green Spaces and Health (2016)</p> <p>National healthy cities networks in the WHO European Region: promoting health and well-being throughout Europe (2015)</p> <p>Health in the green <u>economy</u>: health co-benefits of climate change mitigation - transport sector (2012)</p> | <p>Increasing the use of smart mobility approaches to improve traffic conditions in urban areas in the Southeast Asia Subregion (UNESCAP, 2022)</p> <p>Transport and Communications Bulletin for Asia and the Pacific, No. 87 "Transport and Sustainable Development Goals" (UNESCAP, 2017)</p> <p>The Transition of Asian and Pacific Cities to a Sustainable Future: Accelerating Action for Sustainable Urbanization (UNESCAP, 2022)</p> <p>The urban <u>nexus</u>: integrating resources for sustainable cities (UNESCAP, 2022)</p> <p>Environmental change through <u>participation</u>: a closer look at how inclusive engagement can achieve environmental outcomes (UNESCAP, 2019)</p> | <p>Streets That Fit: Re-allocating Space for Better Cities (2022)</p> <p>Integrating Urban Public Transport Systems and Cycling (2018)</p> <p>Pedestrian Safety, Urban Space and Health (2012)</p> <p>The Freight Space Race: Curbing the Impact of Freight Deliveries in Cities (2022)</p> <p>Governing Transport in the Algorithmic Age (2019)</p> <p>How should cities manage access to the curb? (2018)</p> <p>The Shared-Use City: Managing the Curb (2018)</p> |
| Integration other than by planning | <p>Vienna Declaration (2021)</p> <p>Paris Declaration - City in motion: People first (2015)</p> <p>Amsterdam Declaration (2010)</p> | <p>75 Years of Inland Transport Committee - 75 Documents that Changed the World of Transport (2022)</p> <p>Climate Change Impacts and Adaptation for International</p> | | | <p>UNECE Strategy for Education for Sustainable Development (ESD) (2005)</p> <p>Implementation of the UNECE Strategy for ESD Across the ECE Region</p> | |

Items highlighted in grey are results of THE PEP initiatives but sometimes published by other parts of the UN

Items in *italics* are Conventions, WPs of UNECE, projects, initiatives that are mentioned here but not further analysed in the

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Issue with scoping: size of results

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- **The current scoping exercise has resulted in about 200 publications/policy documents**
- **Additionally, there are several other key policy actions: Conventions, Partnerships initiatives**
- **Further policy/documents may be added** as some Agencies/Bodies have been particularly productive across several sectors
- **This is an issue since reading the documents is required to draft the detailed review (reading the executive summaries is not enough) and it is time demanding**
- **Points for discussion indicated by the Secretariat in the draft agenda**