

Ad Hoc Working Group on Strategy and Legal Instruments

Third (online) meeting 28 September 2022, draft minutes

Session 1

Welcome by the co-chair

Agenda adopted.

Session 2

The selection process for a consultant was completed successfully. Andrea Rosa will support the drafting of the strategy. Besides, RIVM (with financial support of the NL ministry of Infrastructure and Watermanagement) will support the process of this ad hoc working group by organizing the meetings, drafting the agenda, collecting input, and preparing meeting minutes. The more detailed distribution of the work between Andrea Rosa and RIVM will be further discussed bilaterally.

Session 3

The first draft of the Outline was developed by the secretariat and presented to the Steering Committee Session in October 2021 (SC19). Since then, it went through a few rounds of reviewing and commenting, including the first and second Ad Hoc WG meetings (29 March 2022, 31 May 2022) as well as the Bureau meeting (23 June 2022). The updated version of the Outline was submitted as a formal document to the Steering Committee Session (SC20) in October 2022.

During this session, next steps for the development of the comprehensive Strategy were discussed, including: ***Scope, Objectives, Structure and the main elements***

Scope:

Should the strategy be developed for Transport, Health, and Environment; or stricter in the context of THE Pan European Programme?

Mentimeter results show a slight preference for THE-PEP, though participants agree that it is important that the strategy deals with Transport, Health, and Environment issues. But remember that it is drafted in the context of THE PEP. THE PEP is the platform or means for implementation of the strategy.

It is concluded that the strategy could be developed in the broader context of Transport, Health, and Environment; THE PEP should, however, be used as a guide for the scope (e.g. focus on road transport).

Relevance of the Objectives described in the outline of the strategy

Twelve objectives have been ranked in the draft strategy. The mentimeter is used to score the most relevant objectives (results: see Annex 2).

Among the first 6 objectives ranked, most relevant seem to be:

- Provide healthier and sustainable transport options,
- Implementing sustainable urban- and transport planning solutions,
- Creating living environments that are safe and support the well-being of communities and individuals.

The outcome of this mentimeter question does not mean that other objectives are less important, such as capitalizing on micromobility. This objective should be seen as being part of other objectives/ part of the solution, in the same way that walking, cycling and public transport (though not active) are cheap, safe, etc.

Among the other six objectives (see Annex 2), the most important seem to be:

- Increasing the level of attractive, safe, affordable, and reliable public transport
- Achieving a fair division of streets and public space among all road users
- Increasing awareness and improving communication to the public on sustainable transport

It is noted that the first one (attractive, safe, affordable, and reliable public transport) is important, but depends on financial resources, quality of transport. Good public transport is key instrument for facilitating sustainable transport.

It is mentioned that there is data showing that public transport users are significantly more active, because of walking to/from public transport. Public transport users do also use other (active) modes more, like cycling. The use of public transport is a key part of less car dependent lifestyles.

It is remarkable that the synergies between THE PEP and other relevant international processes does not rank higher. It is recalled that achieving the top objectives is more important than synergy; synergy could be seen as a mechanism to achieve the objectives.

It is asked what is meant by “integrating gender issues”. It is explained that women, compared to men, commute in different ways: other types of trips, number of trips, purposes. In that context, a “one size fits all” solution does not fit. Take this into account in planning transport. More women in transport decision making roles (it is now a men’s world) may help ensure the system functions for all. It is concluded that the gender issue should be kept in the objectives.

It is recalled that we should not only discuss the relevance of the objectives, but there is a need to agree on the objectives that should be included in the strategy. A final decision is to be taken by the Steering Committee, but this group should give advice.

Under the heading “other”, there is the option to include objectives that are missing. There is a remark that mobility is mostly discussed, but planning and sustainability management is important. There will always be a demand for travel, but traveling is not an objective in itself. People travel because they have a specific goal, why they want to travel from A to B and what is the best option to get there. A recent ITF publication on transport planning goes into that topic. A rethink of what is transport may be needed. This may also be included in objectives already included in the strategy, but may need additional/more specific attention.

On the structure:

There are 3 main lines in the strategy on structure. By means of the mentimeter, participants are asked to answer the question whether there are things they do not agree upon, are there any elements missing, are some elements redundant, or too detailed? Annex 2 shows the results.

It seems that most participants are already satisfied with the structure but there is an interesting suggestion on the timeline: strategy for 2030 or 2050? This question has been raised before and seems linked to the aim of the strategy. If the strategy focuses on THE PEP, a timeline of 2030 seems OK. But in a broader context, such as decarbonization, shift in energy sources, a 2030 timeline seems not very realistic; in that case 2050 might be better.

There is a remark on increased cooperation between regional authorities in different areas. It's suggested to take this on board as part of the solutions.

Timeline for the strategy:

The co-chair recalls that the Steering Committee received the mandate to develop the Strategy by 2023 for adoption. However, the current geopolitical situation has significantly slowed down the process. Fortunately, the secretariat managed to allocate the financial resources which made it possible to recruit a consultant. Yet, it might be challenging that the Strategy is finalized and adopted in 2023. We should consider that the development of the strategy is also linked to preparation of a legal document/instrument.

The co-chair invites the Group to consider the possibility of recommending the Steering Committee to discuss and agree on a realistic deadline, and to submit a proposed revised deadline to the Steering Committee. One participant indicates that the deadline is set by the Vienna Declaration. But it is important we have sufficient time for drafting the strategy; also, a consultation should be planned. So, a realistic timeline is needed.

It is suggested not to wait to start the development of a legal instrument until the strategy is finished. Could both processes run in parallel: a draft strategy might provide already some input for drafting a legal instrument?

An important task is to discuss some ideas on a possible legal instrument. Draft strategy will not be supported by any legal instrument. Documents on the strategy and the legal instrument should be complementary, supporting each other. It will be good to already start looking for ideas.

Thus, the following timeline is suggested: presentation of advanced draft of strategy Autumn 2023 and initiation of work on legal instrument in Autumn 2023, while finalizing work on strategy by Autumn 2024. Work only on legal instrument after that and finalize in 2025. The chair will propose this to the SC.

Preparation of advanced draft: for discussing this as an official document in October/November 2023, the document should be ready in the third week of August 2023 (a.o for translation). If we need more time to discuss, it can be discussed as an informal document. Of course, a more formal document would be preferred.

The co-chair suggests sticking to this deadline but adapt if there is not sufficient progress. Keeping it a bit flexible is OK for the Secretariat.

Session 4

The consultant will be asked to prepare a draft document in advance of the next meeting of this Ad Hoc working group (to be circulated second half of November).

Suggested date for the next meeting: 01. December 2022, 10:00 – 12:30 AM, CET.

Co-chair suggests using the mentimeter at each session of this working group, because it helps the interaction and is an effective way of quickly collecting opinions among the group and for discussion. RIVM will look for a tool that all participants can use.

Meeting closed.

Annex 1 Participants

Co-chairs:

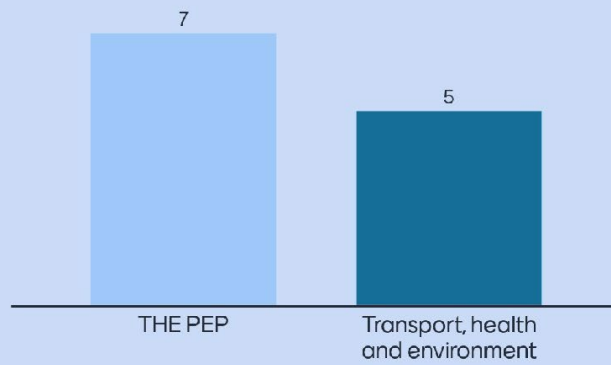
Meeting 28 September chaired by co-chair Eloïs Divol.

Participants:

Vigdis Ronning, Roberto Debono, Clemens Konrad, Eloïs Divol, Nino Sharashidze, Massimo Cozzone, Vadim Donchenko, Matthias Rinderknecht, Virginia Fuse, Thomas Hartley, Nienke Smeets, Nicholas Bonvoisin, Yasmina Baabe, Mark Major, Andrea Rosa (consultant), Brigit Staatsen, Paul Ruysenaars, Miriam Gerlofs-Nijland (all 3 RIVM)

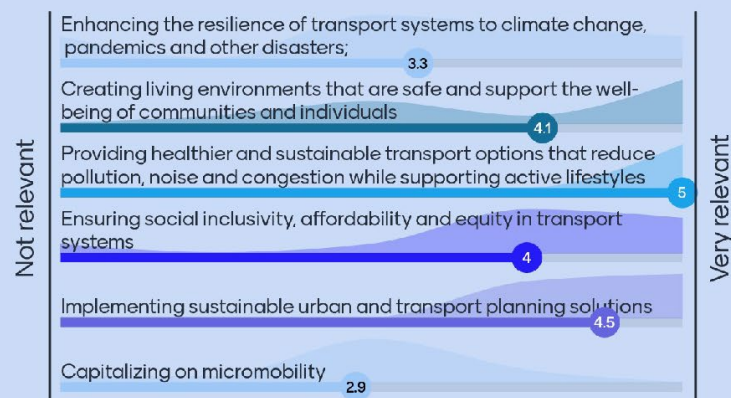
Annex 2: Mentimeter results

1. Should the Strategy be developed for (a) THE PEP or (b) for Transport, Health and Environment? Please think about a motivation for your choice



12

2. Please indicate the relevance of each objective for the strategy



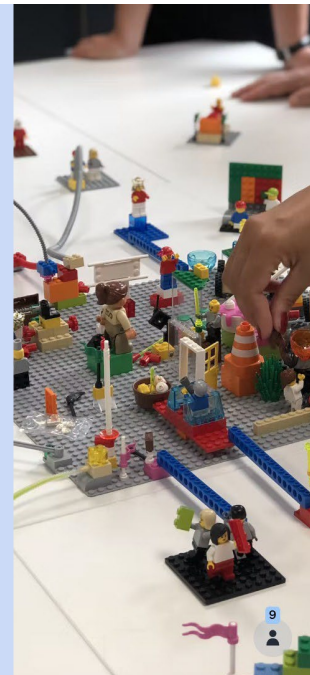
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2. Please indicate the relevance of each objective for the strategy (continued)



3. Do you envisage any significant changes to the structure of the strategy? If yes, describe what change is needed

| | | |
|--|---|-------------------------------------|
| No changes. | Avoiding duplications with other fora | No significant changes from my end. |
| Is the timeline only to 2030? Or will some aspects look to 2050? | adjustments according to the evolution of energy supply situation | Forward looking |
| It's OK so far | No suggestions from my side. | 2050 |



3. Do you envisage any significant changes to the structure of the strategy? If yes, describe what change is needed

Focused mainly on elements that received 4,5+ on the voting.

Focus more on the health cost savings - those long term savings will pay for the additional up front costs of transforming transport

Focus on increased cooperation between regional authorities in different areas to share best practices and experiences

Maybe place more emphasis on people having CHOICE - to choose kind of mobility that suits them best. With active mobility being the easy option.

Maybe the crises in Europe has to be taken into consideration?

