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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 Austria and Malta, as Co-Chairs of the 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, 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 is expected to provide feedback and comments on the first draft of the strategy as presented by the Working Group, with the support of a consultant, and guidance to the Working Group for the finalization of the strategy, with a view to its adoption by the Steering Committee in 2024.

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. 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 (see annex II below for a list of decisions and action items from the fourth to seventh meetings of the Working Group).[3]

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

5. The geographical scope of this 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.

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

7. Across the pan-European region there are different situations, with economies having different levels of development, countries and cities being different sizes and having different geographical features, and countries having different cultures and institutional structures.

8. 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, with what mode people move, how affordable such movement is and the degree to which their journeys are comfortable, uncomplicated, secure and safe.

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

[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]

10. 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.

11. 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 is still not considered as an equal mode 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 does not give the full picture as it does not consider, for instance, the mode used by children aged under six years.

12. Air pollution is a leading environmental burden of disease. 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. Concentrations of air pollutants are generally above the guideline levels indicated by WHO, mainly in urban areas, and are higher in deprived urbans areas than in wealthier ones. Improved technology has reduced emissions, but private vehicles are becoming heavier, and passenger and freight volumes are increasing. 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.

13. Road transport is responsible for about a quarter of energy-related greenhouse gas (GHG) emissions. Improvements to energy efficiency of vehicles are outweighed by increased total vehicle-km, which is expected to continue to grow. Transport is also suffering from the consequences of climate change since extreme weather events affect transport operations and infrastructure.

14. Road transport is currently the principal source of background noise pollution, affecting the lives of many in the region. The number of people affected by dangerous noise levels can only be broadly estimated as traffic noise data are incomplete and not always available using the WHO recommended exposure ranges.

15. Mobility based mostly on car journeys contributes to a sedentary lifestyle, 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 areas, being suitable for cycling. In higher income countries, people who are physically inactive or obese are more frequently found in lower income groups. In contrast, people who are physically active benefit from better management of their noncommunicable diseases, which brings less burden to the financial sustainability of national health systems. Data on physical activity levels due to active transport, especially walking, are limited.

16. 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 accidents are the main cause of death among people aged 5–29 years. Recent decreases in road traffic deaths in the region accompany increases in accidents involving cyclists.

[4] This section is largely based on a reading of M. Gerlofs-Nijland and others, *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, to be annexed to the final version of the Strategy.

Exposure data on vulnerable road users, such as those practicing active mobility, are mostly missing.

17. The lack of effective and consistent parking policies and regulations in many cities leads to excessive use of public space and encourages continued car use. Cities and municipalities often lack dedicated (or separated) infrastructure for public transport, cycling and walking.

18. The impact of transport is unevenly distributed across 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.

19. Traffic congestion, fuel consumption, pollution, GHG 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 modes, which have much lower external costs.

20. 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 cycling paths. Other users preferred the car to maintain social distancing, whereas public transport – perceived as unsafe – saw ridership drop, thus having an impact on the economic sustainability of services and leading to difficulties with getting back users.

21. 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. This prevents an objective assessment of the impact of transport on the environment and health from being carried out;

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

(c) Methodologies for calculating transport emissions are less developed and used.

22. The prevalence of the car as a travel mode follows from the “predict and provide” transport planning paradigm, which is still applied in many places, since it is considered that an approach on road infrastructure is justified where road infrastructure still needs to be developed. In the 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 providing quality alternatives to the car by combining public transport and active modes. Often, transport planning paradigms do not include social, environmental and health impact assessments or are not linked to urban planning.

23. From a governance perspective, in many countries, national, regional and local authorities work in silos, without considering transport, health and environment as interconnected issues. This leads, in some cases, to a failure to regulate complex, cross-cutting challenges.

24. In some countries, financing mechanisms for public transport, walking and cycling are neither sustainable nor adequate.

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

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

26. 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".

27. The ministers also committed to leading the transformation of transport and mobility to achieve their vision, while involving stakeholders, including national, subnational and local authorities, communities, companies and civil society, especially youth and children, in this transformation towards green and healthy mobility and transport.

28. They decided to focus on these overall objectives:

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

(b) 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.

29. The vision of this strategy includes the following transformation of transport and mobility in the region:

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

(b) Air pollution deriving from exhaust emissions and non-exhaust emissions from transport will be drastically reduced and in an equal way across and within the countries, thus reducing differences between poor and wealthier areas;

(c) GHG emissions from road transport will decrease drastically and transport and mobility infrastructure will be resilient to climate change;

(d) Noise pollution caused by road transport will be better monitored and reduced also using the WHO recommended exposure ranges. Lower speed limits might be adopted in urban areas;

(e) Health authorities will benefit from a reduced burden of noncommunicable diseases and obesity on their health systems due to increased active mobility. Data on walking and cycling will be readily available to elaborate policies and guide decisions;

(f) A zero rate of mortality on roads will be reached in the region. Exposure data on vulnerable road users, such as those practicing active mobility, will be available to support policymaking;

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

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

(i) External costs imposed by road transport on society will be reflected by transport prices;

(j) 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 GHG emissions from transport will be available and used for policymaking in member States;

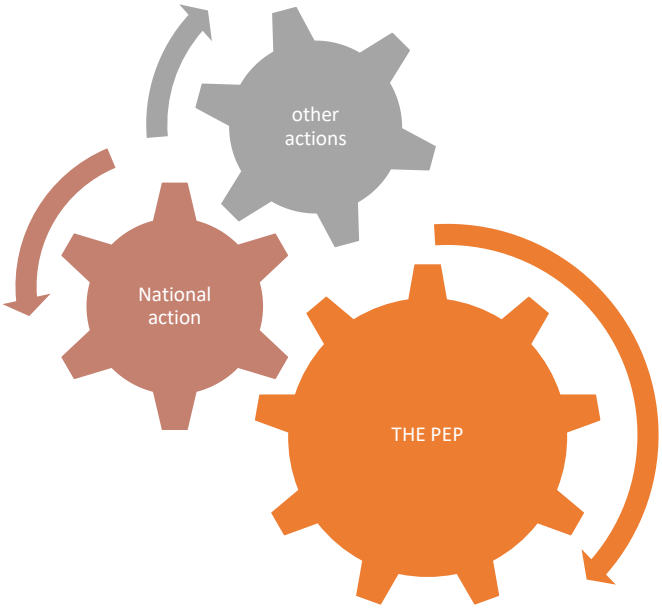
(k) Planning paradigms will be changed to reflect the change in modal split and to include walking and cycling, as well as an increase in public transport, and to include benefits to the social, environmental and health spheres. The "avoid, shift, improve (and enable)" approach will be used;

(l) National, regional and local authorities, transport, health and environment will be addressed together, leading to improved policies and legal frameworks;

(m) Member States will adopt policies to ensure sustainable finance for public transport and active mobility.

30. This transformation 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. The role of THE PEP is elaborated on in section IV below, followed by possible action at the national level (see section V below). This combination of approaches is illustrated in the figure below.

A combination of approaches to achieve the vision



IV. Role of the Transport, Health and Environment Pan-European Programme

31. This section sets out the mandate for linking the Strategy with THE PEP (subsection IV.A below). It elaborates on a set of goals of THE PEP within the framework of this Strategy; the goals are grouped according to the Strategy's overall objectives to which they contribute (subsection IV.B below). Each of the goals is accompanied by multiple targets, which in turn have one or more actions. The Strategy's objectives and the goals, targets and actions for THE PEP are set out in annex I below as an action plan.

32. Each of the targets has a tentative target date of either 2030 or 2050 and is accompanied by several actions with different deadlines. These actions can be transferred into the five-year workplans adopted at each High-level Meeting on Transport, Health and Environment; 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.

33. This section will later be supplemented with sections on: (i) indicators and monitoring; and (ii) resource mobilization and implementation mechanisms. Specifically, each of the targets will require one or more indicators, with universal Sustainable Development Goal indicators being preferable. ECE environmental and transport indicators might also be applicable, as might European Union and national ones. Flexibility is required to minimize the reporting burden.

34. In terms of resource mobilization and implementation mechanisms, the section will identify responsibilities for taking actions forward and monitoring strategy implementation, as well as, when known, with which resources. A link will be provided to the legal instrument to be developed in parallel with the Strategy, also in this case in terms of responsibilities for action, making resources available and monitoring.

A. Mandate

35. 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, for adoption in 2023, 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 [for Sustainable Development], 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.[6]

36. Accordingly, this section explores how THE PEP can be orientated and used to support the Strategy's achievement, the ministers' vision as expressed in the Vienna

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

Declaration and the commitments expressed therein, for example, with respect to “Paving the way for healthy and active mobility” and, specifically, cycling, with a view to “Paving the way for healthy and active mobility in the pan-European region”.

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

37. The goals of THE PEP within this Strategy are grouped below according to the Strategy’s overall objectives to which they contribute.

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

(a) Environmental and health policies coordinated and integrated with transport and spatial planning;

(b) Coordinated policies that deliver improved living conditions;

(c) Establishment of national coordination mechanisms across sectors and levels;

(d) Health component included in assessments of transport plans and projects.

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

(a) Policies and actions for healthy, active and safer mobility in place;

(b) Clean, safe, low-noise and net-zero emission transport in operation.

3. Social inclusivity of access to mobility and transport

(a) Planning of inclusive transport networks;

(b) Including transport policies that promote the needs of different genders, children and youth, older persons and persons with disabilities, rural and peri-urban areas and low-income inclusive mobility and transport.

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

(a) Have investments, fiscal incentives and green finance initiatives supporting sustainable transport;

(b) Demonstrate that sustainable transport investments stimulate job creation and the economy.

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

(a) Support public administration in interaction with digitalization actors;

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

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

(a) Increase in mobility management solutions implemented;

(b) Development of user-friendly intermodal hubs and amenities;

(c) WHO Healthy Cities Network pays more attention to transport and mobility as key factors;

(d) Support implementation of clean, efficient, healthy and safe technologies for transport systems;

(e) Support the establishment of national eco-driving strategies and programmes;

(f) Improved environmental and health performance of fleets.

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

(a) Promotion of urban public transport modes, in particular electric ones;

(b) Promotion of cycling and walking in urban settings and doubling the share of cycling;

(c) Development of safe and connecting infrastructure for walking, cycling and micromobility;

(d) Promotion of planning of public and active transport in coordination with spatial planning;

(e) Promotion of integrated multimodal transport planning comprising public transport, walking, cycling, wheeling;

(f) Increased attractiveness and share of use of public transport: effective, high-quality and safe public transport is at the centre of mobility;

(g) Land-use planning and infrastructure able to promote sustainable transport modes and reduce the need to travel;

(h) Legal certainty regarding micromobility for service providers and users, with effective enforcement of safety standards, disseminating contents, social inclusion and equity issues (affordability and digital impoverishment).

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

Ensure that transport systems 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

38. The Strategy (see section III above) needs to be implemented though activities at the national and international levels. The present section focuses on the national level, where different approaches may be considered in order to meet countries' differing challenges.

39. Two possible highly effective approaches are:

(a) National 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.[7]

40. 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. For either approach, constituent actions might include:

(a) Actions building directly on 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 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

[7] 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, World Health Organization Regional Office for Europe, 2014).

transport green and healthy (“Improve”); encouraging active mobility (“Shift”); and leaving no one behind (“Improve”);

(c) Steps to implement the Pan-European Master Plan for Cycling Promotion 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) Application of other THE PEP guidance, currently including:

(i) *A Handbook on Sustainable Urban Mobility and Spatial Planning: Promoting Active Mobility*;[8]

(ii) *Mobility Management: A Guide of International Good Practices*,[9] 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*,[10] for example, by supporting national eco-driving strategies and programmes;

(e) National-level implementation of workplan activities determined by the High-level Meetings and other actions set out in the action plan contained in annex I below.

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

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

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

Annex I

Action plan for the Transport, Health and Environment Pan-European Programme (objectives, goals, targets and actions)

Row	*Objectives*	*Goals*	*Targets*	*Actions*
1	Improved living conditions in cities and regions obtained through integration of environmental and health policies and objectives into coordinated transport and spatial planning	Environmental and health policies coordinated and integrated with transport and spatial planning	Number of NTHEAPs in place is increased (by 2030)	Establishment of monitoring mechanism on geographical coverage of NTHEAPs (by 2030) Inclusion of NTHEAPs in programme of select relay races (by 2030) Fostering of academic/practitioner journal on NTHEAPs' application (by 2030)
2			NTHEAP training module available on United Nations e-learning platform along with material downloadable for class and self-teaching use (by 2030)	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)
3			NDCs include commitments on active mobility (by 2030)	Development of publication on cues about including active mobility in NDCs and expected outcomes with a view to using ForFITS model for assessing future carbon dioxide emissions, to be made available via website on NDCs (by 2030)
4		Policies across transport, health and environment coordinated and able to deliver improved living conditions	National regulation reassessment promoted so that policies at nexus of transport, health and environment may build on it or be developed with small changes to existing regulation (by 2050)	Development of mechanism similar to Environmental Performance Review Programme to advise on policies at nexus of transport, health and environment (by 2050)

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Row	*Objectives*	*Goals*	*Targets*	*Actions*
5			Pan-European monitoring mechanism to keep track of results of coordinated policies is in place (based on national and local monitoring reporting systems) (by 2030)	Development of monitoring standards including elements from transport, health and environment and linked to broad policy types (by 2030)
				Development of monitoring mechanism and hosting by ECE Statistics facility with data contributed by THE PEP member States (by 2030)
6			Sustainable urban mobility indicators (or suitable set of indicators developed under United Nations) collected and made available systematically and used to derive policy advice (by 2030)	Establishment of collection mechanism for urban mobility indicators and of observatory/repository to make them available (by 2030)
7		National coordination mechanisms across sectors and levels are in place	Coordination mechanisms at national level between transport, health, environment and spatial planning sectors are established, including subnational and local authorities and involving other relevant stakeholders (by 2050)	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 2050)
				Setting up of academic/practitioner journal on policy and regulation of transport, health and environment, including discussion of administrative solutions for national coordination mechanisms (by 2030)
8			Communication and support between national and local/municipality level of policymaking and planning/budgeting concerning transport, health and environment are in place (by 2050)	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 2050)
9			National support mechanisms and capacity development especially aimed at medium-small municipalities are in place (by 2030)	Inclusion of capacity-building and showcasing of effective support mechanisms in programme of select relay races (by 2030)

Row	*Objectives*	*Goals*	*Targets*	*Actions*
				Development of education programme by THE PEP Academy dedicated to national ministries and education institutions (similar to train-the-trainers initiative) (by 2030)
10			THE PEP Steering Committee has developed THE PEP honorary award (by 2050)	Setting up of award committee and award regulation to recognize leading examples in establishing national coordination mechanisms across sectors and levels. Honorary award should take into account different situations of member States and comprise different award categories (by 2050)
11			Education and training programmes are available to decision-makers and civil servants to enable them to work in current technological and social situation and its 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)
12		Health component is included in assessments of transport plans and projects	International recommendations for assessing impact of transport and mobility on environment and health developed and published (by 2050)	Development of publication providing best practice and guidelines on including health components in transport assessments, building on previous WHO work (by 2030)
				Adoption of international recommendations based on guidelines on including health components in transport assessments previously published (by 2050)
13			Support programme to introduce health component in national regulation for transport intervention assessments developed (by 2050)	Establishment of working group or extension of remit of HEAT Partnership to provide support to member States on how to best introduce health component in national transport assessments that fits with local regulations while being harmonized across States (by 2030)

Row	*Objectives*	*Goals*	*Targets*	*Actions*
				Development of support programme to introduce health component in national transport assessments while keeping to homogenous international basis (see guidelines and international recommendations above) (by 2050)
				Establishment of annual/biannual conference on health in national transport assessments reporting experiences and coordinated by THE PEP Academy or HEAT Partnership (by 2050)
				Publication series based on proceedings and results of support programme (by 2050)
14			Policy advice focused on introduction of health component in national regulation for transport intervention assessments communicated to relevant stakeholders (by 2030)	Discussion of introduction of health component in national transport assessment in programme of a relay race (may be used to launch conference series) (by 2030)
15	Transport is clean, safe, low-noise and net-zero emission thanks to implementation of policies and actions for healthy, active and safer mobility	Policies and actions for healthy, active and safer mobility are in place	Promotion of 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)
16			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 best practices used also by above-mentioned Champion as reference examples (by 2050)
17			Freight included in integrated approach to transport, health and environment so that goods can reach markets without compromising liveability of urban areas (by 2030)	Establishment of working group on governance and regulation of urban logistics and on better understanding of demand transport factors to

Row	*Objectives*	*Goals*	*Targets*	*Actions*
				contain/manage it in urban areas to share experiences (by 2030)
18		Transport is clean, safe, low-noise and net-zero emission	Promotion programme for clean, safe low-noise and net-zero emission transport is in place (by 2050)	Development of reference test cycles for all types of vehicles, including e-bikes (by 2050)
19			Increased 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)
20			Active mobility knowledge hubs created and operational (by 2030)	Setting up of coordination of active mobility knowledge hubs similar to those for cycling mobility foreseen by Master Plan for Cycling Promotion (by 2030)
21			Transport ESG certificate knowledge centre is established (by 2030)	Development of training programme on ESG certification and transport (by 2030)
				Development of THE PEP ESG certification recognition (by 2030)
22			Programme to support improvement of safety and environmental inspections of vehicles is in place (by 2030)	Development of courses and self-learning material as part of THE PEP Academy (by 2030)
				Development of guidelines on safety and environmental inspections (by 2030)
				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)
23			Mechanism to stimulate renewal of urban vehicles, including public transport fleets, with	Establishment of working group with IFIs to support municipal and rural public transport authorities with funding of vehicles and

Row	*Objectives*	*Goals*	*Targets*	*Actions*
			introduction of electric-powered vehicles and autonomous vehicles is in place (by 2050)	services, especially with green-financing instruments (by 2050) Development of guidelines/best practice publication on choosing, financing and procuring new propulsion vehicles (by 2050) (Same actions as for target No. 51 below)
24			Programme to support improvement of fuel quality control is in place (by 2050)	Setting up of working group on fuel quality control (by 2030) Development of international statistics repository on fuel quality based on contributions by member States (by 2030) Development of courses and self-learning material on fuel quality control as part of THE PEP Academy (by 2050)
25	Mobility and transport accessible and inclusive for all	Transport networks planned to be inclusive for all	Communication and dissemination activities focused on planning and operating inclusive transport network developed (by 2030)	Planning and operating inclusive transport networks included in select relay races programmes (by 2030)
26			Guidelines or training focused on expanding currently collected transport demand and supply information to account correctly for differences across users developed and published (by 2030)	Development of guidelines on collection of transport demand and supply information to account correctly for differences across users (by 2030) Development of training material for e-learning platform and material downloadable for class and self-teaching use (by 2050) (Same actions as for target No. 28 below)
27			Methods and tool to assess level of transport inequalities and transport poverty developed and published (by 2030)	Development of best practice on measuring and understanding transport inequalities and transport poverty and how such measures may be used in planning (by 2030)

Row	*Objectives*	*Goals*	*Targets*	*Actions*
				Development of best practice about schemes aimed at reducing transport inequalities and transport poverty (follow-up action, by 2050)
28		Transport policies consider different gender-related needs and mobility patterns	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)
				Development of training material for e-learning platform and material downloadable for class and self-teaching use (follow up action, by 2050)
29		Transport policies consider different needs and mobility patterns of children and youth	Transport systems designed and operated to cater for all users (by 2030)	Event and publication on collection of needs of children and youth in daily transport and active mobility and how they may be addressed in practice by, e.g., universal design (by 2030)
30			National platforms and programmes to engage youth in decision-making on transport, health and environment established (by 2030)	Development of pan-European Master Plan on Child- and Youth-friendly Mobility in cooperation with the THE PEP member States and youth representatives, as well as youth organizations, including indicators, toolboxes and checklists to aid implementation of measures for child- and youth-friendly mobility (by 2030)
				Development of guidelines for mobility training and education aimed at pedagogues (by 2030)
				Publication on experiences and suggestions on involving youth in planning of built environment and of transport provision (follow-up action, by 2050)

Row	*Objectives*	*Goals*	*Targets*	*Actions*
31		Transport policies consider different needs and mobility patterns of older persons	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) Development of publication and planning advice on how to avoid exclusion of older persons due to transport and health challenges (by 2030) Development of technology-neutral model regulation to avoid exclusion of older persons due to digitalization (follow-up action, by 2050)
32		Transport policies consider different needs and mobility patterns of persons with disabilities	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) Fostering of harmonized regulation on access by wheelchair users to public transport vehicles (similar to what is done for railways) (by 2030)
33		Transport policies consider different needs and mobility patterns of rural and peri-urban areas	Knowledge on how to improve sustainable mobility and transport in rural areas is available and applied (by 2050)	Development of guidelines/best practice on organizing public and intermodal transport in low-density areas, with focus on role of cycling and e-cycling, both in daily transport and in relation to tourism (linking to Partnership on Sustainable Tourism Mobility activities) (by 2050)
34		Transport policies consider different needs and mobility patterns of persons on low incomes	Knowledge on how to improve sustainable mobility and transport on outskirts of cities and for low-income groups is available and applied (by 2050)	Development of methods to measure equity and exclusion effects due to transport on outskirts of cities useful for planning purposes (by 2030) Discussion of equity and exclusion due to transport on outskirts of cities and remedial measures as part of select relay races (by 2050)

Row	*Objectives*	*Goals*	*Targets*	*Actions*
35	Investments, fiscal incentives and green finance initiatives directed towards sustainable transport and stimulate job creation and economy	Investments, fiscal incentives and green finance initiatives support sustainable transport	Public transport and active mobility improvements prioritized and receive appropriate funding (by 2030)	Development of guidelines including best practice on green bonds, public-private partnerships, land development levies to fund public transport and intermodal connections and active mobility infrastructure in collaboration with ECE Public-Private Partnership Centre of Excellence (by 2030)
				Development of platform fostering meeting of municipality needs and green financing offers concerning public transport and active transport infrastructure (by 2030)
36		Demonstrations that sustainable transport investments stimulate job creation and economy continue to be provided	Statistics and publications demonstrating link between sustainable transport investments and job creation are updated (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)
				Establishment of regular publication series of summary statistics on Jobs in Green and Healthy Transport (by 2030)
37	Benefits of digitalization of transport and mobility services used to deliver sustainable transport	Public authorities supported in interaction with digitalization actors	Knowledge on how to interact with digitalization actors is available (by 2030)	Development of platform to support public authorities in interaction with digitalization and mobility-as-a-service actors, or on taking up role of mobility-as-a-service aggregator with focus on promoting sustainable daily mobility through digital tools (as part of Partnership on Active Mobility and Partnership on Sustainable Tourism Mobility activities) (by 2030)
38		Social, environmental and financial sustainability ensured in processes to support digitalization of	Digitization and mobility as service are available as effective approaches for mobility management (by 2030)	Showcase mobility management supported by digitalized services as part of relay races (by 2030)

Row	*Objectives*	*Goals*	*Targets*	*Actions*
		transport and mobility services		
39			Knowledge on fostering environmental sustainability in digitalization of transport and mobility is available (by 2050)	Development of publication on how to use transport digitalization to promote healthy and environmentally sustainable transport options (by 2050)
40			International and national booking systems for public transport, including reservation systems for car- and bike-sharing and travel information systems, are interoperable and customer-friendly (by 2050)	Setting up of working group on interoperability of information and reservation systems liaising with international standards development organizations (by 2050)
41			Integrating 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)
42			Knowledge is available 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 races (by 2030) Development of publication on best practice for public transport, pricing policies, integrated ticketing and socially sustainable ticketing (by 2050)
43			Enhanced speed control systems for vehicles, including e-scooters, in urban areas are introduced (by 2030)	Setting up of working group on speed control systems in cooperation with ECE World Forum for Harmonization of Vehicle Regulations (by 2030)
44			Digital services such as teleworking and digital windows for public services introduced and able 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)

Row	*Objectives*	*Goals*	*Targets*	*Actions*
45	Sustainable mobility management and services implemented by employing appropriate technologies for clean, efficient, healthy and safe transport systems	Mobility management solutions implemented are increased	Pan-European strategy to promote mobility management under THE PEP Partnerships and in cooperation with EPOMM is developed (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)
46			THE PEP cooperation and partnerships in mobility management are extended, 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)
47			Introduction of compulsory mobility management plans as part of new developments is fostered (by 2050).	Support member States with introduction of compulsory mobility management plans as part of new developments (by 2050)
48			Updated best practice on mobility management is available and showcased (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)
			Guidance on preparing national mobility management strategies aiming at child- and youth-friendly mobility developed 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)
49		User-friendly intermodal hubs and amenities are developed	Knowledge is available on concept of intermodal hub centre on public transport (by 2030)	Establishment of award for leading examples of intermodal hubs and organization of mobility considering different cases or urban, peripheral

Row	*Objectives*	*Goals*	*Targets*	*Actions*
				and rural environment and different country situations with different provision of services and infrastructure (by 2030) Publication with examples on integrating public transport – as backbone of transport – with active mobility with intermodal hubs and simpler facilities (follow-up action, by 2050)
50		WHO Healthy Cities Network pays more attention to transport and mobility as key factors	WHO Healthy Cities Network takes on role of informing health professionals about public transport and integrated public transport and active mobility as levers for health promotion (by 2030)	Cooperation with WHO to increase attention given to public transport and active mobility in cities' Health Development Plans (by 2030)
51		Implementation of clean, efficient, healthy and safe technologies for transport systems is supported	Clean technologies for public transport are promoted and receive appropriate funding (by 2050)	Establishment of working group with IFIs to support municipal and rural public transport authorities with funding of vehicles and services, especially with green-financing instruments (by 2030) Development of guidelines/best practice publication on choosing, financing and procuring new propulsion vehicles (by 2050)
52		Establishment of national eco-driving strategies and programmes is supported	Eco-driving guidelines and promotion activities are extended (by 2030)	Development of guidelines on eco-driving extended to non-road mobile machinery (by 2030)
53			Events promoting and disseminating eco-driving are supported and implemented (by 2030)	Relay races including eco-driving initiatives (also directed to public transport) (by 2030) Provision of awareness-raising material by Partnership on Eco-driving to support national awareness-raising campaigns (by 2050) Technical assistance by Partnership on Eco-driving to establish national eco-driving training

Row	*Objectives*	*Goals*	*Targets*	*Actions*
				centres/initiatives for master trainers (at request of States) (by 2030) Establishment of eco-driving championship (by 2030)
54		Environmental and health performance of fleets has improved	Programme to avoid transfer of worst performing used vehicles to less affluent countries is implemented (by 2050).	Establishment of 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) Establishment of 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)
55	Solutions to implement sustainable urban mobility are promoted, including wide range of electric urban public transport modes and cycling and walking, and these forms of mobility are appropriately considered in transport and spatial planning	Urban public transport modes are promoted, in particular electric ones	Improved knowledge on new ways to finance public transport assets and operations is available and published (by 2030)	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) Establishment of platform to exchange experiences on electric and clean propulsion bus and equipment financing (by 2030)
56		Improved environmental and health performance of fleets	Improved environmental and health performance of public transport fleets ensured by changing their composition (by 2050)	Development of recommendations on minimum quality level for public transport vehicles (by 2030) Establishment of observatory to monitor transfer of used vehicles to less affluent countries and consequences on environment and health (same as for private vehicles) (by 2050)

Row	*Objectives*	*Goals*	*Targets*	*Actions*
				Establishment of 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)
57		Cycling and walking in urban settings are promoted and share of cycling is doubled	Safety of cyclists, pedestrians and users of micromobility in every country in the region is improved and number of fatalities and serious injuries amongst these road users in the region as a whole is significantly reduced (by 2030).	Development of proposal for convention on ECE cycling network. Such a convention would incorporate reference cycling routes and provisions for minimum standard parameters for those routes (by 2030)
				Establishment of working group towards convention on ECE cycling network with development of minimum standard parameters (extension of remit of group of experts responsible for cycling infrastructure module) (by 2030)
58			Beneficial effects of active mobility on health are promoted to increase modal share of active mobility (by 2030)	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)
59		Planning of public and active transport in coordination with spatial planning is promoted	Spaces and infrastructure for active mobility in urban and rural settings are promoted 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)
			Spaces and infrastructure for active mobility in urban and rural settings are connected to public transport infrastructure and services (by 2050)	Development of public transport and land-use curriculum at THE PEP Academy (by 2050)

Row	*Objectives*	*Goals*	*Targets*	*Actions*
60			Transparent urban space planning and regulation able to cope with conventional transport, shared mobility and autonomous mobility are supported (by 2050)	Establishment of working group on use of urban public space in connection with transport provision (by 2050)
61		Integrated multimodal transport planning comprising public transport, walking, cycling, wheeling is promoted	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 (by 2030) Promotion of introduction of bicycle-friendly regulations into national regulatory frameworks (by 2030) Promotion of national walking policies, each supported by a national walking plan with directions on use of shared spaces and promotion of slower vehicle speeds on urban roads (30 km/h as norm, higher limits as exceptions) (follow-up action, by 2050)
62			Tourism offer is based on walking and cycling supported by public transport no longer relying on availability of a car (by 2030)	Development of THE PEP Sustainable Tourism award to promote and support locations basing their tourism offer on active mobility and public transport (by 2030)
63		Attractiveness and share of use of public transport is increased: effective, high-quality and safe public transport is at centre of mobility	Systems where public transport is at centre of mobility are promoted: other services and infrastructure are designed to support public transport (by 2030)	Working group to promote introduction into national/federal legislation/regulations of ASI framework and integrated transport centred around public transport (by 2030)
64		Land-use planning and infrastructure able to promote sustainable	Key services in urban areas reachabe in 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 best practices (by 2030)

Row	*Objectives*	*Goals*	*Targets*	*Actions*
		transport modes and reduce need to travel		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) Establishment of award to recognize leading examples of: 15-minute cities; urban areas developed with appropriate public and active transport support; interventions to correct set-up of urban areas previously lacking appropriate public and active transport support (by 2050)
65		There is legal certainty regarding micromobility for service providers and users, with effective enforcement of safety standards, and understanding of social inclusion and equity issues (affordability and digital impoverishment)	Micromobility safety standards are established and enforced and social implications of micromobility are understood (by 2030)	Establishment of working group on micromobility concerning regulation, safety and equity in order to understand better spread of micromobility and exchange data and experiences (by 2030)
66	Transport systems are resilient to climate change, pandemics and other disasters	It is ensured that transport systems are resilient to health risks and to climate change with a comprehensive and integrated approach focusing on people and their needs	Knowledge and best practice on measures to ensure accessibility in health emergency are developed and exchanged (by 2050)	Establishment of working group on response measures to ensure accessibility in health emergency at cross-border, national and local levels (by 2030) Publication of guidelines to develop response measures to ensure accessibility in health emergencies at cross-border, national and local levels (by 2050) Publication of guidelines on cross-border, national and local plans in place and detailing response measures to ensure sufficient accessibility in health emergencies (by 2050)

Row	*Objectives*	*Goals*	*Targets*	*Actions*
67			Development of knowledge and exchange of best practice 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 best practice 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) Establishment of online repository of risk maps on extreme weather events and transport infrastructure in cooperation with work on climate projections by ECE Group of Experts on Assessment of Climate Change Impacts and Adaptation for Inland Transport (by 2030) 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) 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 one in France in May 2023 in cooperation with Group of Experts on Assessment of Climate Change Impacts and Adaptation for Inland Transport (by 2030)

Row	*Objectives*	*Goals*	*Targets*	*Actions*
68	Key steps on way to healthy and active mobility in pan-European region are taken	Pan-European Master Plan for Cycling Promotion is implemented and participation in Partnership on Active Mobility is extended	Work of THE PEP Partnership on Active Mobility is supported and its participation across the region is extended (by 2030)	Organization of events to promote Partnership on Active Mobility with countries in the region not yet participating (by 2050)
69			Implementation of Pan-European Master Plan for Cycling Promotion is supported in framework of Partnership on Active Mobility (by 2050)	Implementation of actions foreseen by Pan-European Master Plan for Cycling Promotion (by 2050) Partnership on Active Mobility sets up registry of national implementation actions of Pan-European Master Plan for Cycling Promotion (by 2050)
70			A pan-European competence centre on active mobility is established (by 2050)	Setting up of pan-European competence centre on active mobility as foreseen by Pan-European Master Plan for Cycling Promotion and the following plans on promotion on walking and active mobility (by 2050)
71		Trans-European cycling network is established	Newly established ECE expert group for the cycling infrastructure module is supported and so are necessary steps to develop and establish trans-European cycling network, based on elements and principles of Pan-European Master Plan for Cycling Promotion (by 2030)	Newly established ECE expert group for the cycling infrastructure module proposes trans-European cycling network and its technical specifications (by 2030) The trans-European cycling network is proposed for adoption (by 2030)
72		Active mobility receives appropriate funding	Establishment of 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).	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)

Row	*Objectives*	*Goals*	*Targets*	*Actions*
73			National- and local-level action on active mobility is supported, e.g., through facilitation of access to international and regional funding opportunities	
74		Data collection is extended to account correctly for active mobility	Significant improvement in data collection on cycling and walking at pan-European level achieved, in particular by a reform of current modal split and transport statistics, which includes all walks and cycling trips also to and from car parks, bicycle parks and public transport (by 2050).	Setting up of working group on active mobility statistics to prepare and implement appropriate national account of transport statistics accounting correctly for walking and cycling (by 2050)

Abbreviations: ASI, Avoid-Shift-Improve; EPOMM, European Platform on Mobility Management; ESG, environmental, social and governance; ForFITS, For Future Inland Transport Systems; HEAT, Health Economic Assessment Tool; IFI, international financial institution; NDCs, nationally determined contributions; NTHEAP, national transport, health and environment action plan.

Annex II

Decisions and action items from the fourth to seventh meetings of the Ad hoc Working Group on Strategy and Possible Legal Instruments

1. This annex contains decisions and action items from the meetings of the Ad hoc Working Group on Strategy and Possible Legal Instruments organized after the twentieth session of the Steering Committee (Geneva, 17–19 October 2022).

A. Fourth (online) meeting, 1 December 2022

2. The Working Group agreed:

(a) That the desk review by the consultant:

(i) Was to look at policy documents and activities under other umbrellas, with the Vienna Declaration as guidance;

(ii) Should include subcategories of the Vienna Declaration (i.e. cycling, inclusive mobility, mobility management);

(b) That Partnerships were to be involved in drafting the Strategy;

(c) On the scope of the desk review.

3. The Working Group decided to create focus groups to consult on specific items. The members of the Steering Committee and stakeholders were to be invited. Focus groups were on:

(a) Integrated transport planning and land-use planning;

(b) Public transport, mobility management and green mobility;

(c) Inclusive, healthy and accessible mobility.

B. Fifth (online) meeting, 3 February 2023

4. The Group agreed that:

(a) The result of the background study, as originally planned, was to be an informal document, not part of the Strategy;

(b) The preliminary draft of the Strategy was to be made available to the members of the Group by the beginning of April;

(c) The Avoid-Shift-Improve-Enable framework was to be mentioned in the Strategy;

(d) Other elements to be included were:

(i) Monitoring progress and data availability;

(ii) Mobility as a service;

(iii) Promotion of active mobility and public transport;

(iv) Resilience;

(v) Effects of transport emissions and noise;

(vi) Inclusive mobility and transport;

(e) The Strategy should include actions to be implemented, targets and goals.

5. Comments from the Partnerships, consulted on their vision on the Strategy, included:

(a) A subregional approach could be used to promote regional activities tailored to local needs;

(b) Shifting from combustion engine cars to electric cars would not eliminate non-emission pollution and congestion problems. Active mobility needed to be higher up on the agenda;

(c) It was important to recognize that dealing with the transport, health and environment sectors together was advantageous. Such an approach should be promoted at the national level;

(d) When build new housing, transport connectivity should be included in the planning, especially in rural areas where there was less access to public transport;

(e) On the governance perspective, personnel at local levels might need training to implement an integrated transport and mobility policy and access to funds to implement it;

(f) Ensure the avoidance of inequalities among different population groups.

6. The Working Group agreed on the outline of the Strategy.

C. Sixth meeting, 27 April 2023 (Vienna and online)

7. The consultant presented the structure and possible content of the first draft of the Strategy. He presented tables containing information on goals, objectives, targets and monitoring mechanisms.

8. The Working Group agreed that:

(a) The titles suggested by the consultant reflected previous discussions;

(b) There should be a balance between the lengths of the different parts of the Strategy (or in the different sections);

(c) The timeframes for 2030 and 2050 were appropriate;

(d) The structure of the Strategy should reflect the complex set of problems related to transport, health and environment, and the wider context and issues in the ECE region;

(e) The implementation of the Strategy needed to focus on what THE PEP could do and bring an added value to;

(f) Different layers of competence (international, national and local) needed to be considered and addressed;

(g) Not all goals could be achieved by all countries and not at the same pace. The Strategy needed to balance member States' different priorities. Activities could be selected by local and national authorities based on their needs;

(h) The action plan should identify actions and activities, including good practice examples. Examples should be limited in number, considering the strategic nature of the document;

(i) The Strategy should remain at the policy level. Indicators could be drivers for action;

(j) THE PEP could play a key role in awareness-raising at the pan-European level, for example, on why decarbonization was fundamental, recognizing the need for enhanced international cooperation.

9. The Working Group also considered how to include more member States in the work on the Strategy to include the diverse challenges in the region.

10. The Group was to meet at the beginning of June to discuss a second draft of the Strategy. If needed, it would review a third draft of the Strategy through email exchange.

D. Seventh meeting, 2 June 2023 (online)

11. The secretariat reported on the discussions on the draft Strategy at the meeting of the Bureau. The Bureau agreed that:

(a) The Strategy, when tackling issues up to 2050, should also consider emerging issues;

(b) There should be a link between the Strategy and the possible legal instrument to be proposed.

12. The Group decided that:

(a) Indicators in the Strategy should consider those already used for reporting, to avoid duplication for member States;

(b) Indicators for the implementation of Sustainable Development Goals could also be used;

(c) The Strategy could be composed of two parts. The first part would include: the problem in the region and its cause; the definition of goals and the main direction and measures to solve the problem. The second part would include the role of THE PEP in the implementation of the Strategy;

(d) The Strategy should highlight the risks of inaction and the opportunities arising from action;

(e) The role of THE PEP was at the international level, and in supporting the local level;

(f) The Strategy should be specific, but flexible enough to be adapted to the different circumstances of member States;

(g) The content of the action plan identified by the consultant was adequate and ready to be used for the five-year workplan.

13. The Group agreed on a slight change to the structure that reflected the comments made so far.

14. The consultant and the secretariat would restructure the second draft of the Strategy and send it at the beginning of the following week to the members of the Working Group and of the Partnerships for comments by 16 June.

15. A third draft was to be circulated by the first week of July.

16. On possible legal instruments, the Working Group agreed that:

(a) The scope of transport, health and environment was quite broad, and it would be preferable to identify the subject of a possible legal instrument before hiring a consultant(s);

(b) A review of legal instruments had also been made available by the secretariat at the Steering Committee meeting in 2021.[1] The document could be updated and presented as an informal document at the Steering Committee in 2023;

(c) One or two consultants could be identified to combine technical and legal expertise. Members of the Group would investigate the availability of resources from their capitals to finance such work;

(d) The secretariat was to produce draft terms of reference covering the tasks for the consultant(s), the expertise and the funding needed;

(e) Members of the Working Group and of the Partnerships were to send by 16 June a list of topics to be addressed in a possible legal instrument for inclusion in the draft terms of reference.

[1] Review of the possible options for legal instruments, informal document No. 2. Available at https://unece.org/info/THE-PEP/events/376654.