

THE PEP Steering Committee, 10th session
Agenda item 8(a)

MANAGING THE PEP

MONITORING IMPLEMENTATION

Implementing the Amsterdam Declaration of the Third High-level Meeting of the Transport, Health and Environment Pan-European Programme (THE PEP): Regional overview of self-assessed reporting by Member States

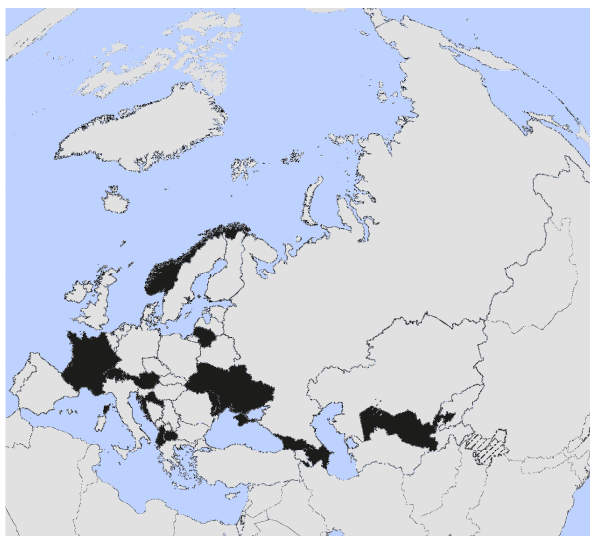
Note by the secretariat

A. Introduction

1. Following the Third High-level Meeting on Transport, Health and Environment in January 2009 in Amsterdam, the Steering Committee and its Bureau underlined the importance of monitoring the implementation of THE PEP programme and of progress made by Member States at national level toward the attainment of the four Amsterdam Goals. These reports will facilitate the assessment of progress made and provide valuable information about the achievements and obstacles encountered by Member States and other stakeholders in attaining the Amsterdam Goals and in implementing THE PEP. In turn, this feedback will provide elements to adjust THE PEP work programme to better meet the needs of Member States.

2. In fall 2011, THE PEP secretariat conducted a pilot testing of a draft questionnaire among Member States. The results were presented to the Steering Committee at its ninth session and the committee endorsed the questionnaire with minor changes for future use. Using the updated questionnaire in summer 2012, THE PEP secretariat conducted the second survey among all Member States of the UNECE-WHO/Europe region that have at least one THE PEP Focal Point (n=46) to gather self-assessed qualitative information on the state of national implementation of THE

Graph 1. Respondent countries to THE PEP 2012 questionnaire on the implementation of the Amsterdam Declaration of the Third High-level Meeting



PEP and the Goals of the Amsterdam Declaration, the main developments, challenges and enabling factors as well recommendations for further strengthening the process. A total of 14 Member States¹ responded to the questionnaire.

3. Eleven of the 14 reporting Member States in 2012 also completed the questionnaire in 2011, theoretically allowing for some limited comparisons across one year. Three Member States reported for the first time and two did not report again in 2012.

4. While replies have been received from across the region, the low number of replies limits the possibility to draw conclusions on trends in geographical terms. Detailed replies from can be found at the website of THE PEP at <http://www.unece.org/transport-health-environment-the-pep/about-us/monitoring-implementation.html>

B. Sectors involved in preparation of questionnaire

5. Out of the 14 respondent countries, 11 reported that all three sectors (transport, health and environment) have contributed to the completion of the questionnaire. Only one reported that no other sector than the lead reporting sector had contributed to the questionnaire, indicating a lack of coordination between the three sectors. The lead reporting sector was health (n=7), followed by environment (n=5) and only rarely transport (n=2). Other stakeholders, such as relevant NGOs, local administrations or academia were involved in the reporting in 5 countries.

C. Implementation of the Amsterdam Goals

Priority Goal 1: to contribute to sustainable economic development and stimulate job creation through investment in environment- and health-friendly transport.

6. Almost eighty percent of the 14 respondent focal points reported addressing Goal 1 through investments in environmentally sustainable infrastructure for transport, such as public and active transport (walking and cycling). Eight reported on clean and efficient intermodal connections, while all reported to be taking measures to improve road safety. Nine out of 14 focal points reported specific activities for improving infrastructure for active and environmentally friendly transport. However, implementation is often delegated to the local level. Eco-Tourism is also being addressed in 10 out of 14 countries across the region.

Priority Goal 2: to manage sustainable mobility and promote a more efficient transport system

7. All of except one of the respondent focal points reported projects aiming at improving the attractiveness of cycling and walking (n=7) and/or public transport (n=7) with the aim to create a modal shift towards healthier and more sustainable

¹ Respondent Member States: Albania, Austria, Azerbaijan, Croatia, France, Georgia, Lithuania, Malta, Norway, Republic of Moldova, Switzerland, The former Yugoslav Republic of Macedonia, Ukraine and Uzbekistan.

modes of transport. The majority of reported programmes take place at the national level and target communities and/or the public but several local projects were reported as well. Specific projects on mobility management were reported in one country.

8. All focal points reported that the government raises awareness of mobility choices and is promoting the use of information technology to increase the efficiency of the transport system.

9. A majority of the focal points (12 out of 14) indicated that mechanisms exist in their country to improve the coordination between land use and transport planning.

10. Three quarters of the respondent member states reported that their country takes measures to promote high-quality integrated public transport and reducing the need for, and the volume of, car traffic. with some of the reported measures actually favoring car traffic.

Priority Goal 3: to reduce emissions of transport-related greenhouse gases, air pollutants and noise

11. All countries reported strategies, policies or measures to support a shift in the vehicle fleet towards zero- or low-emission vehicles and fuels based on renewable energy, clean transport modes and fostering electric mobility as well as eco-driving.

12. Twelve focal points reported specific measures to support a reduction in noise emissions from transport activities. Among the respondent countries, the issue of noise emissions was more likely to be addressed in western European countries or EU accession countries than south-eastern and central Asian countries.

Priority Goal 4: to promote policies and actions conducive to healthy and safe modes of transport

13. All except one country reported strategies, policies and measures for the promotion of healthy and safe modes of transport. However, most of them focused on improving either road safety or air quality. Infrastructure and safety measures specifically targeted at walking and cycling and policies to support walking and cycling were less reported. Improving the accessibility of public transport was only reported in 1/3 of the respondent countries.

14. Most countries (n=12) reported that transport policies and actions focus on vulnerable groups such as children and persons with reduced mobility. Most reported policies and actions address issues of road safety. The issue of inequalities in transport seems to be less addressed in Eastern Europe and central Asia.

D. Implementation of THE PEP

THE PEP Implementation mechanisms

15. Overall, 3 out of 14 Member States have either adopted or implemented a national transport, health and environment action plan. All of the 3 countries with

NTHEAPs, assessed THE PEP as having been useful in the development. Five out of the 11 without a NTHEAP have reported to be developing or planning to develop one.

16. Most existing or planned/in preparation NTHEAPs are national, with only one of them including sub-national components. None of the existing and planned NTHEAPs is standalone but rather integrated in either NEHAPs or national transport action plans.

17. Eight out of 14 of the respondent focal points indicated that their country contributed to past relay race workshops. Seven of these 10 countries have provided technical (in kind) and 3 direct financial support (all Western Europe).

18. Eight countries have supported THE PEP Partnership. All except two of them providing technical (in kind) support, leading to a broad general basis for the Partnership. However, only 4 of them invested in THE PEP Partnership directly financially so far, making it dependent on a few donor countries. In only 5 of the countries formal networks of professionals (apart from the Focal Points) are in existence for the implementation of THE PEP. All of them are supported by the government; most financially and politically while few only politically.

Policy, regulatory and operational frameworks that support the promotion of THE PEP

19. More than half of the focal points (n=8) indicated the existence of a coordinating body in the government for the implementation of THE PEP at the national level. All of them included at least representations from the three sectors transport, health and environment, while 4 also included urban planning and/or NGOs. One country covered all relevant sectors and one also included the ministry of interior. The sectors finance, academia, education and agriculture were only included in one of the respondent countries.

20. Only half of the respondent countries reported that integrated policy making for the three THE PEP sectors was also reflected in other national policy documents. These range from policies on climate change and transport strategies to legislation on noise management and strategic environmental assessment, action plans on cycling, environment and health and sustainable development as well as specific state budgets and spatial planning. 70% of these countries also reported that public awareness on THE integration is included, with 3 reporting the availability of specific public budgets to foster integrated policy making between transport, health and environment.

Future of THE PEP

21. Most countries (n=12) reported specific major achievements towards the goals of THE PEP which are linked to THE PEP. These range from action plans on road safety to specific international projects on related topics, raised awareness and improved intersectoral coordination. For further details on the various reported projects, programmes and policy developments please see THE PEP website.

22. As the main challenges of THE PEP for stimulating national action, the respondents listed the following (in order of frequency):
- a. THE PEP is not a legally binding instrument.
 - b. Any participation and support of THE PEP is on an entirely voluntary basis.
 - c. THE PEP does not provide direct financial support
 - d. Too little pressure on Member States to establish coordinating bodies at national level
 - e. Clearly defined and communicated indicators for monitoring and reporting on implementing THE PEP are missing.
 - f. Support to move from the international level to national and local implementation is not strong enough in THE PEP.
 - g. Few synergies with the transport sector

23. In response to the above mentioned challenges, the focal points' main recommendations for the improvement of THE PEP to increase its impact in Member States were:

- a. Strengthen the implementation mechanisms and existing tools of THE PEP, in particular the development of national action plans (NTHEAPs)
- b. Support Member States in raising funds for relevant projects
- c. Stimulate more awareness by requesting (re-)appointment of focal points and creation of national coordinating bodies
- d. Increase exchange of good practices, including translation of relevant documents and tools to national languages
- e. Define indicators across the three sectors for better monitoring
- f. Increase visibility at international events
- g. Target activities more towards specific (groups of) countries

E. Concluding considerations

24. The electronic questionnaire provides a good basis for regular monitoring of THE PEP implementation as it places minimal technical burden on Member States and the secretariat. Comments are welcome from THE PEP Steering Committee regarding its further improvements. The annual submission of the questionnaire can provide essential information for reporting back on implementation of THE PEP in view of the Fourth High-level Meeting on Transport, Environment and Health in April 2014 in Paris.

25. The level of details and content provided in the answers by the Member States varies greatly and indicates that in some instances, there are challenges in creating a shared understanding of the main pillars of sustainable transport. Verification of the provided information could be considered for future application of the questionnaire, in particular leading up to the Fourth High-level meeting in 2014.

26. Replies received to the questionnaire reflect to a large extent the views and experiences of those countries, which have been more actively engaged in THE PEP implementation, particularly through THE PEP workshops/relay race, and its partnerships, as well as development of NTHEAPs. This seems to indicate that direct engagement and involvement in THE PEP does provide value added to Member States. It also encourages further investing in the elements of THE PEP that respondents have identified as providing the greatest value, as a means to increase engagement and support national actions.

27. There is a need to develop a better understanding of the experiences and reasons of non-respondent countries. On the one side this calls for (re)-establishing national focal points in the relevant ministries, and on the other side it calls for investigating the challenges, limitations and obstacles that non-engaged countries see in the process, in order to identify and possibly address these aspects through THE PEP work programme.
