

WORLD HEALTH ORGANIZATION
REGIONAL OFFICE FOR EUROPE

WELTGESUNDHEITSORGANISATION
REGIONALBÜRO FÜR EUROPÄ

ORGANISATION MONDIALE DE LA SANTE
BUREAU REGIONAL DE L'EUROPE

ВСЕМИРНАЯ ОРГАНИЗАЦИЯ
ЗДРАВООХРАНЕНИЯ
ЕВРОПЕЙСКОЕ РЕГИОНАЛЬНОЕ БЮРО



UNITED NATIONS
ECONOMIC COMMISSION FOR
EUROPE

COMMISSION ECONOMIQUE POUR
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ЕВРОПЕЙСКАЯ
ЭКОНОМИЧЕСКАЯ КОМИССИЯ

TRANSPORT HEALTH AND ENVIRONMENT PAN-EUROPEAN PROGRAMME

THE PEP

20th Meeting of the extended Bureau for the implementation of the Transport Health and Environment Pan-European Programme (THE PEP)

Secretariat note 08

11-12 July 2013, Copenhagen, Denmark

ENGLISH ONLY

25 June 2013

DRAFT ELEMENTS FOR THE PARIS DECLARATION

CITY IN MOTION: PEOPLE FIRST!

Note by the secretariat: This document reflects the discussion and agreement of the Extended Bureau at its 19th meeting (4-5 April 2013, Paris) on a slogan, proposed framework, suggested elements of the Paris Declaration, the main outcome document of the 4th High-level Meeting on Transport, Health and Environment, to be held on 14-16 April 2014 in Paris. This document is for the consideration of the Extended Bureau at its 20th meeting (11-12 July, 2013, Copenhagen)

I. PREAMBLE

1. We, the Ministers and representatives of Member States of the United Nations Economic Commission for Europe (UNECE) and the World Health Organization (WHO) in the European Region, attending the 4. High-level Meeting on Transport, Health and Environment on 14-16 April 2014,
2. EMPHASIZING the conclusions and commitments made at the United Nations Conference on Sustainable Development (Rio +20 Conference) in June 2012, in particular (a) "... the need to promote an integrated approach to policymaking at the national, regional and local levels for transport services and systems to promote sustainable development." and (b) "... the importance of efficient movement of people and goods, and access to environmentally sound, safe and affordable transportation as a means to improve social equity, health, the resilience of cities, urban-rural linkages and the productivity of rural areas"¹,

¹ Source: "The future we want", Outcome document of the United Nations Conference on Sustainable Development (Rio+20), paragraphs 132 and 133.

3. ENDORSING the approach to attaining the highest level of health and well-being for all through action across government, all relevant sectors and society as adopted by the Member States of the European Region in the new European health policy framework Health 2020,
4. AWARE of the persistent challenges that transport poses to health and environment, particularly in urban areas due to emissions of air pollutants and noise as well as traffic accidents involving vulnerable road users, such as pedestrians and cyclists,
5. RECOGNIZING the significant positive health and environmental impacts of active mobility such as walking and cycling, which constitute zero-emission mobility, alleviate congestion caused by individual car use and sedentary lifestyles and contribute to combating obesity and Non-Communicable Diseases (NCDs)
6. NOTING the growing body of scientific evidence of the expected increase in extreme weather events due to global warming² and the need for the transport sector to address issues of climate change adaptation and disaster preparedness, to make cities and communities more resilient, while at the same time striving to reduce emissions of greenhouse gases from the transport sector for climate change mitigation,
7. STRESSING the need for local and municipal authorities to embrace the notion of urban liveability, including the trend toward more dense and compact cities with mixed zoning and the importance of creating a vision for the city of the future that encompasses changing climate, demographics, green and health-friendly patterns of work and livelihoods,
8. RECOGNIZING that changes in demography, as well as in working and studying arrangements create the need to develop new approaches to flexibly meet the changing needs for access to services, goods and amenities,
9. HIGHLIGHTING the paramount role played by public transport systems that are clean, efficient, affordable, accessible and safe, in particular for vulnerable populations such as the elderly, children, the poor and people with reduced mobility, and that are well-linked with walking and cycling infrastructure for a “seamless” journey in satisfying the needs for access and mobility for all;
10. MINDFUL of the role played by civil society organizations, including youth, as well as by the research and professional communities in advocacy and reorientation of citizens preferences and behaviours in relation to transport and mobility,
11. INSPIRED by the increasing number of cities in the region that have already successfully undertaken to reshape their transport and land use policies to improve the quality of the urban spatial environment, including support for a modal shift away from individual car use, towards cycling and walking in combination with public transport,
12. IMPRESSED by opportunities for progress which result from research, innovation and technological developments, such as those that have resulted in electric mobility becoming more affordable and widespread, as well as from approaches such as eco-driving, and the development of

² Special Report on Managing the Risks of Extreme Events and Disasters to Advance Climate Change Adaptation (SREX), by the Intergovernmental Panel on Climate Change (IPCC) of the United Nations Framework Convention on Climate Change (UNFCCC), Summary for Policymakers, 22 August 2011.

new tools that enable the quantification of the health benefits of sustainable transport policies; such as the Health and Economic Assessment Tool (HEAT) for walking and cycling,

13. ACKNOWLEDGING the significant differences in progress made towards transport sustainable for health and the environment in the countries and urban agglomerations of the pan-European and trans-Atlantic region [ranging from Portugal to Kazakhstan and Norway to Turkey, including Central Asia, the Caucasus and North-America],

14. AWARE of the important enabling role that national policies can play in stimulating innovation and action at the sub-national and local level;

II. TAKING STOCK

The Amsterdam Declaration of 2009: Making the link - Transport choices for our health, environment and prosperity

15. REAFFIRM our commitment to the Transport, Health and Environment pan-European Programme (THE PEP) as a unique tripartite platform and model for inter-sectoral policy coordination and pan-European as well as trans-Atlantic cooperation [and exchange of best practice] assisting Governments and other stakeholders to develop and implement sustainable transport policies with a focus on environment and health effects;

16. WELCOME the concrete results achieved during the past 10 years by THE PEP and in particular through the successful implementation of the Amsterdam Declaration [and its work plan 2009-2014] which serves as an example of the “whole of government approach” advocated by WHO in its European Policy for health and well-being (HEALTH 2020);

17. EXPRESS GRATITUDE FOR the active involvement of policy makers and experts from countries in South-Eastern Europe, Central Asia, the Caucasus and North America in THE PEP activities, particularly in its numerous capacity building events hosted by these countries, as well as for the support provided by the members of THE PEP Bureau, and the generous financial support provided by several governments in the European Region;

III. DEFINING THE PEP VISION: *Living in places that provide green and health-friendly transport and prosperous, sustainable livelihoods for all.*

18. AGREE to continue our work within the framework of THE PEP at achieving safe, efficient, environment- and health friendly transport in order to reverse unsustainable trends and to contribute to meeting global responsibilities;

19. CONFIRM the existing 4 pan-European priority goals of the PEP as set out in the Amsterdam Declaration [adopted at the 3. High-level Meeting on Transport, Health and Environment (Amsterdam, 2009):

- Priority Goal 1: to contribute to sustainable economic development and stimulate job creation through investment in environment- and health-friendly transport
- Priority Goal 2: to manage sustainable mobility and promote a more efficient transport system
- Priority Goal 3: to reduce emissions of transport-related greenhouse gases, air pollutants and noise
- Priority Goal 4: to promote policies and actions conducive to healthy and safe modes of transport

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20. ADOPT the following new priority goal to increase the capacity of transport systems to support greater resilience and preparedness of our communities to demographic and environmental changes,

Priority Goal 5: Support the notion of resiliency in urban environments

Ensure that cities are resilient and prepared for impending changes, including in their demographics (increase in elderly populations, south-north migration, increased urbanization of youth and the poor) and their environments (expected increase in extreme weather events due to global warming) by developing integrated urban and spatial planning frameworks that include measures to adapt infrastructure and governance to reduce the risk of hazards through disaster preparedness, contingency planning and disaster risk reduction in cities, and to incorporate climate change adaptation frameworks (CCAF) into National Transport, Health and Environment Action Plans (NTHEAPs).

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IV. IV FULFILLING THE PEP VISION: approaches and mechanisms to enable action

21. COMMIT ourselves to fulfilling THE PEP vision and achieving THE PEP priority goals by further strengthening the use of the existing implementation mechanisms adopted in Amsterdam, as the means through which THE PEP work plan 2014-2019 (see Annex) will be implemented, namely:

- National transport, health and environment action plans (NTHEAPs)
- THE PEP relay race;
- THE PEP partnerships;

*[

22. UNDERTAKE to introduce new implementation mechanisms, as the means to facilitate the uptake of new scientific knowledge into transport policy, as well as to strengthen the links and synergy between THE PEP and relevant global and regional processes

- THE PEP [scientific] knowledge pool

THE PEP scientific knowledge pool is a mechanism bridging the gap between scientific knowledge and its application in different socio-economic contexts (Clearing House, THE PEP Symposia, etc.)

- THE PEP policy outreach

THE PEP policy outreach tool should link THE PEP activities with those of other United Nations activities, such as the Rio+20 process on sustainable development goals, the Health 2020, EHP, EfE processes as well as relevant activities of other international and regional organisations, incl. international finance organizations, NGOs and civil society. It may also reach out to other regions interested in THE PEP activities

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23. UNDERTAKE to provide national support to sub-national and local action through the development of enabling policy frameworks, as well as the development of new and stronger partnerships with cities networks, civil society organizations, youth organizations and the research community ,

V. THE PEP institutional framework

24. CONFIRM the role and mandate of THE PEP Steering Committee and its Bureau, and request them to develop proposals and make necessary arrangements to prepare and monitor implementation of THE PEP work plan reflecting the actions contained in Section IV of this Declaration;

25. REQUEST the UNECE and the WHO Regional Office for Europe to continue to provide secretariat services to THE PEP and COMMIT OURSELVES to continue supporting them in this endeavour;

26. UNDERTAKE to allocate the necessary financial and/or in-kind resources to ensure implementation of THE PEP work plan and its implementation mechanisms through a system of voluntary contributions, thus guaranteeing the sustainability of the mandated activities;

27. THE PEP Steering Committee, in cooperation with THE PEP secretariat, should prepare appropriate proposals;

28. AGREE to monitor, through the Steering Committee at its annual sessions, progress in the implementation of THE PEP work plan;

29. RECOGNIZE that the question of a Framework Convention on Transport, Environment and Health has not yet been resolved and that further exploratory work should be considered, for example, in the light of newly emerging issues;

30. DECIDE to convene a fifth high-level meeting no later than 2019, to review and report on progress achieved in the implementation of THE PEP work plan, to renew or modify THE PEP priority goals and to plan future activities.

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DRAFT ANNEX

DRAFT PARIS DECLARATION: IMPLEMENTATION TOOLS, INDICATORS OF ACHIEVEMENT (M&E) AND RESOURCES

I. IMPLEMENTATION

9. COMMIT ourselves to fulfilling THE PEP vision and achieving THE PEP priority goals by means of the following [implementation] tools:

- THE PEP partnerships and twinning programmes

THE PEP Partnerships and twinning projects bring together interested experts and policy makers to develop a specific project.

- THE PEP relay races (stafette)

THE PEP relay races consist of a series of national/regional workshops on specific projects to raise awareness and exchange best practices among local authorities and international experts concluding to be finalized with a compendium of best practises reflecting different socio-economic contexts.

- National Transport, Health and Environment Action Plans (NTHEAPs)

NTHEAPs are national and sub-national implementation mechanisms based on an internationally agreed model to achieve THE PEP priority goals taking account of different socio-economic situations.

- THE PEP [scientific] knowledge pool [*new tool*]

THE PEP scientific knowledge pool is a mechanism bridging the gap between scientific knowledge and its application in different socio-economic contexts (Clearing House, THE PEP Symposia, etc.)

- THE PEP policy outreach [*new tool*]

THE PEP policy outreach tool should link THE PEP activities with those of other United Nations activities, such as the Rio+20 process on sustainable development goals, the Health 2020, EHP, EfE processes as well as relevant activities of other international and regional organisations, incl. international finance organizations, NGOs and civil society. It may also reach out to other regions interested in THE PEP activities.

II. INDICATORS OF ACHIEVEMENT (MONITORING AND EVALUATION)

10. UNDERTAKE to fulfil THE PEP vision and to achieve THE PEP priority goals by means of the following actions [projects] that will be further developed, refined and monitored by the respective lead countries/organizations and THE PEP Steering Committee through THE PEP work plan 2014-2019:

Priority Goal 1: Stimulate the creation of green and healthy jobs in transport³

Action 1.1: Green and healthy friendly investments and jobs in transport

Implementation tool: THE PEP Partnership and THE PEP knowledge pool

Lead organizations: WHO/Europe and UNECE

Indicator(s) of achievement: Development of pragmatic concepts and definitions

Completion of an exhaustive compendium of case studies

Quantification of economic, health and environmental impact of investments

Compilation of results and convening of expert group meeting

Action 1.2: TransDanube Project: Promotion of sustainable mobility management and eco-friendly tourism along the Danube River

Implementation tool: THE PEP Partnership

Lead country: Austria

Indicator(s) of achievement: Adoption of a common vision/ protocol among project partners

Number of sign-posted pedestrian and cycling routes and connected public transport systems

Publication of information material (maps, brochures)

Implementation of pilot actions

Priority Goal 2: Ensure efficient, accessible and inclusive mobility⁴

Action 2.1: Development of policy measures and awareness-raising materials to support urban design and planning, employment and work arrangements reduce the need for transportation (e.g. flexitime, telecommuting, hot-desking, etc)

Implementation tool: THE PEP relay races

Lead country/organization: Involved staffette countries/cities and THE PEP secretariat

Indicator(s) of achievement: Number of participating staff in offices and private companies

[Justification (European Cyclists' Federation)Measures to reduce the need for transportation should not be narrowed down to employment and work arrangement measures. Urban design and planning plays a bigger role in this regard.]

Action 2.2: Development of policy measures and awareness-raising materials to provoke a shift to more sustainable modes of transport

Implementation tool: THE PEP Relay Races

Lead/country organization: involved staffete countries/cities and THE PEP secretariat

Indicators of achievement: ex. Number of participating staff in offices and private companies

³ Amsterdam Goal 1: To contribute to sustainable economic development and stimulate job creation through investment in environmental- and health-friendly transport.

⁴ Amsterdam Goal 2: To manage sustainable mobility and promote a more efficient transport system.

[Justification: If the goal is to “ensure efficient, accessible and inclusive mobility”, action should not be limited to reducing or even avoiding the need for transportation, but should extend to shifting measures.]

Priority Goal 3: Build on new technologies and (behavioral?) procedures⁵

Action 3.1: Development of eco-driving courses and implementation mechanisms/procedures for their inclusion into mandatory driving instructions

Implementation tool: THE PEP Partnership

Lead country/organization:

Indicator(s) of achievement: Preparation of training material (in different languages)
Number of training courses developed and implemented

Action 3.2

Project:

Implementation tool: THE PEP knowledge pool

Lead country/organization:

Indicator(s) of achievement:

Priority Goal 4: Promote active mobility⁶

Action 4.1: Internationally harmonized signs and signals for cyclists and pedestrians

Implementation tool: THE PEP Partnership

Lead country/organization:

Indicator(s) of achievement: Completion of study in selected countries
International workshop to review results
Preparation of proposals for model signs and signals

Action 4.2: Promote more widespread and comprehensive evaluation of the health consequences of transportation choices

Implementation tool: THE PEP knowledge pool or THE PEP policy outreach and NTHEAPs

Lead country/organization:

Indicator(s) of achievement: Number of adopted NTHEAPs, link between transport finance and transportation health impact assessments, mandatory evaluation of the health consequences of transportation decisions

[Justification: this action complements the elaboration of the Manual for NTHEAPs and will accelerate and improve the uptake of NTHEAPs.]

Action 4.3: Further development and promotion of Health Economic Assessment Tool for Walking and Cycling

Implementation tool: THE PEP Partnership and THE PEP Knowledge Pool

Lead country/organization: WHO Europe/

Indicators of achievement: Integration in HEAT of aspects other than “reduced mortality” of pedestrian/cyclists

Integration of HEAT in official toolboxes

⁵ Amsterdam Goal 3: To reduce emissions of transport-related greenhouse gases, air pollutants and noise or reduce emissions

⁶ Amsterdam Goal 4: To promote policies and actions conducive to healthy and safe modes of transport.

[Justification: HEAT has proven to do what it is meant to do but the integration of aspects other than “reduced mortality” (e.g. morbidity or air pollution) would make it even more powerful.]

Priority Goal 5: Support the notion of resiliency in urban environments

Action 5.1 (example)

Reflecting concepts of resiliency, preparedness and contingency planning into NTHEAPs

Implementation tool: THE PEP knowledge pool

Lead country/organization:

Indicator(s) of achievement:

Action 5.2: Integration of urban and spatial planning into NTHEAPs

Project:

Implementation tool: NTHEAPs

Lead country/organization:

Indicator(s) of achievement:

Action 5.3: Translating National Policy into Local Action

Project: Cooperation with UNEP on liaising with municipal authorities and mayors’ associations.

Lead country/organization: UNEP

III. RESOURCES

11. CONFIRM the role and mandate of THE PEP Steering Committee and its Bureau, and request them to develop proposals and make necessary arrangements to prepare and monitor implementation of THE PEP work plan reflecting the actions contained in Section IV of this Declaration;
12. REQUEST the UNECE and the WHO Regional Office for Europe to continue to provide secretariat services to THE PEP and COMMIT OURSELVES to continue supporting them in this endeavor;
13. AGREE to monitor, through the Steering Committee at its annual sessions, progress in the implementation of THE PEP work plan;
14. RECOGNIZE that the question of a Framework Convention on Transport, Environment and Health has not yet been resolved and that further exploratory work should be considered, for example, in the light of newly emerging issues;
15. DECIDE to convene a fifth high-level meeting no later than 2019, to review and report on progress achieved in the implementation of THE PEP work plan, to renew or modify THE PEP priority goals and to plan future activities.
16. UNDERTAKE to allocate the necessary financial and/or in-kind through a system of voluntary contributions, thus guaranteeing the sustainability of the mandated activities; THE PEP Steering Committee, in cooperation with THE PEP secretariat, should prepare appropriate proposals.

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