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**Economic Commission for Europe**

**World Health Organization  
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**High-level Meeting on Transport, Health  
and Environment**

**Bureau segment**

**Extended Bureau of THE PEP Steering Committee**

**Twenty-fourth session**

Paris, 16 April 2014

**Preparation of THE PEP work plan 2014–2020**

**Paris Declaration: City in Motion – People First!**

*Summary*

This document consolidates and reflects the discussions and decisions on the THE PEP work plan 2014–2020 held by the extended Bureau of THE PEP Steering Committee at its twenty-first (Geneva, 29 November 2013) and its twenty-third (Vienna, 25 February 2014) sessions.

This work plan will be refined by the extended Bureau at Paris on 16 April 2014 taking account of the commitments to and support for THE PEP expressed at the Ministerial segment of the fourth High-level Meeting on Transport, Health and Environment (4HLM) on 15 April 2014.

Following consideration of THE PEP work plan 2014–2020 by the extended Bureau at Paris, THE PEP secretariat will further refine it and transmit it for consideration to the Bureau at its twenty-fifth session in summer 2014. THE PEP work plan 2014–2020 will then be transmitted for approval by THE PEP Steering Committee at its twelfth session (Geneva, 19–21 November 2014).

## **THE PEP Work Plan 2014–2020**

### **to support national action and international cooperation**

1. THE PEP work plan 2014–2020 is a reflection of the Paris Declaration and the operational tool to put the Declaration into practice. It is a road map for activities and projects to fulfil THE PEP vision and to facilitate implementation of the five THE PEP Priority Goals as enshrined in the Paris Declaration through the following implementation mechanisms:

- National Transport, Health and Environment Action Plans (NTHEAPs)
- THE PEP Relay Race (staffette)
- THE PEP Partnerships
- THE PEP Academy.

2. THE PEP work plan 2014–2020 is a living document. It will be further developed, refined and monitored by lead countries, lead organizations and THE PEP Steering Committee.

3. The role of lead countries or lead organizations is to facilitate, with the assistance of THE PEP secretariat, implementation of the activities outlined in THE PEP work plan and to act as coordinator and/or rapporteur. Lead countries or lead organizations report to THE PEP Steering Committee on progress made and challenges encountered in implementation of these activities on the basis of a standard procedure and template to be agreed upon by the Steering Committee.

4. THE PEP work plan 2014–2020 will be implemented in close cooperation with national and international governmental and non-governmental stakeholders, including local and municipal authorities, youth organizations, research organizations and academia, such as the Joint Transport and Research Center of the International Transport Forum (ITF).<sup>1</sup>

5. THE PEP work plan 2014–2020 is an aspirational one. Implementation of the proposed activities will be conditional on the mobilization of the necessary resources.

6. The planned activities in THE PEP work plan have been grouped under the five THE PEP priority goals showing the link between THE PEP vision and THE PEP implementing activities to be carried out between 2014 and 2020 (bold font capitals). It is of course understood that most of these activities will also address and contribute to other THE PEP priority goals. The table below tries to show these relationships (normal font).

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<sup>1</sup> The Bureau of THE PEP Steering Committee (11–12 July 2013) decided to include a reference to the Joint Transport and Research Centre of the ITF.

<i>Work plan activities</i>		<i>THE PEP Priority Goals</i>				
		<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>
1.1	Green and healthy jobs in transport	<b>X</b>	x			
2.1	Capacity building mechanism linking science, policy and practice in transport, health and environment	x	<b>X</b>	x	x	x
2.2	Sustainable development of urban transport and mobility	x	<b>X</b>	x	x	x
2.3	Development and Implementation of National Transport, Health and Environment Action Plans (NTHEAPs)	x	<b>X</b>	x	x	x
3.1	THE PEP promotion of eco-driving		x	<b>X</b>		
4.1	Pan-European Master Plan for cycling	x			<b>X</b>	
4.2	Harmonization of road signs and signals for cyclists and pedestrians		x	x	<b>X</b>	
4.3	Health Economic Assessment Tool (HEAT) for walking and cycling		x	x	<b>X</b>	
5.1	Development of guidelines for the assessment of transport, urban and spatial planning policies and projects in terms of health impact		x	x		<b>X</b>

## **THE PEP Priority Goal 1**

### **To contribute to sustainable economic development and stimulate job creation through investment in environment- and health-friendly transport**

#### **Activity 1.1: Green and healthy jobs in transport**

*Objective:* Development of a common methodology to estimate the potential for the creation of jobs in green and healthy transport and its application

*Implementation mechanism:* THE PEP Partnerships

*Implementation period:* 2014–2017

*Lead country/organization:* (yet to be decided)

*Description:* There is evidence to suggest that investments in the green and healthy transport sector have the potential to be a significant employer and contributor to the economy requiring a wide range of skills, particularly at the local/urban level. However, such evidence is based on very specific initiatives that do not yet allow clear identification of success criteria and the transfer of good practices for application under other circumstances and in other countries. The project will therefore analyze existing practices and will develop standard concepts and a common methodology to estimate comprehensively, consistently and in a transparent way the return of investments in walking and cycling projects, similar to the HEAT exercise. Application of the standards and common methodology will be carried out in selected countries. The results of this project will be made available on-line.

*Initial cost estimates:*<sup>2</sup>

In-kind (experts, hosting of events, etc.): ...

Financial contributions to UNECE-WHO/Europe: ...

## **THE PEP Priority Goal 2**

### **To manage sustainable mobility and promote a more efficient transport system**

#### **Activity 2.1: Capacity building mechanism linking science, policy and practice in transport, health and environment**

*Objective:* Development and implementation of inter-disciplinary and modular training packages, such as “summer schools”, to develop capacities for integrated and multi-lingual mechanisms and platforms linking science, policy and practice in the fields of transport, health and environment at the pan-European level.

*Implementation mechanism:* THE PEP Academy

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<sup>2</sup> Initial cost estimates should be considered as indicative only and has been calculated by THE PEP secretariat. Secretariat support costs of UNECE and WHO/Europe are not included. If the estimated costs cannot be covered, implementation of these activities has to be deferred or implemented in stages as decided by THE PEP Steering Committee.

*Implementation period:* 2014–2020

*Lead country/organizations:* (yet to be decided)

*Description:* Build capacity for better integration of transport, health and environment policy by:

(a) supporting twinning programmes between administrations in countries in western and Eastern Europe, the Caucasus, central Asia and south-eastern Europe in transport, health and environment, including the exchange of experts and civil servants, to provide opportunities for cross-fertilization and capacity-building;

(b) supporting the development of training packages and capacity-building events (e.g. summer schools, grants, scholarships, distance learning systems) aimed at civil servants and experts from different sectors and countries, to provide opportunities to develop a common understanding of challenges, solutions, and opportunities and means for policy integration and inter-sectoral collaboration;

(c) developing a web-based platform allowing THE PEP to better link science, policy and practice in the fields of transport, health and environment at the pan-European level, to uptake new knowledge and to make better use of the expertise and experiences gained in these fields. It will be targeted to key stakeholders, including policy makers, civil servants, practitioners and academics. THE PEP Clearing House requiring redevelopment and re-launch to stay in line with modern electronic information collection and processing techniques will support this mechanism and platform.

*Initial cost estimates:*

In-kind (experts, hosting of events, etc.): ...

Financial contributions to UNECE-WHO/Europe: ...

## **Activity 2.2: Sustainable development of urban transport and mobility**

*Objective:* Preparation of guidance for the development, implementation and monitoring of a consistent set of policy actions at municipal levels to improve the performance of urban transport systems and to increase environment and health-friendly mobility.

*Implementation mechanisms:* THE PEP Relay Race (Staffette)

*Implementation period:* 2014–2020

*Lead country/organization:* Lithuania (2014), ...

*Description:* Many cities in the pan-European region face an increasing challenge to improve the performance of their urban transport systems. Increasing traffic congestion, air pollution, risks to vulnerable road users and urban sprawl are jeopardizing the ability of cities to achieve sustainability and a high quality of life for its citizens. Under this activity guidelines for institutional and normative procedures and systems will be discussed that should enable the development, implementation and monitoring of a consistent set of municipal policy actions improving the performance of urban transport systems and increasing environment and health-friendly mobility. The guidelines will include supportive national policies and legislation as well as involvement of national and local civil society groups. The guidelines will take account of the experience gathered and the policy actions adopted during THE PEP relay race 2009-2014. Before adoption, the guidelines will be discussed with international experts, national and local experts and city planners in participating countries and cities.

*Initial cost estimates:*

In-kind (experts, hosting of events, etc.): ...

Financial contributions to UNECE-WHO/Europe: ...

**Activity 2.3: Development and Implementation of National Transport, Health and Environment Action Plans (NTHEAPs)**

*Objective:* Support to the development and implementation of NETHAP guidance in selected countries

*Implementation mechanism:* NTHEAPs and THE PEP Academy

*Implementation period:* 2014– ...

*Lead country/organization:* (yet to be decided)

*Description:* Technical support and assistance will be provided to interested countries for the development and implementation of NETHEAPs. This may entail the facilitation of national policy dialogues, the organization of sub-regional workshops to share experiences among interested Member States and the development of a set of case studies presenting the experiences of different countries in the development of NTHEAPs.

*Initial cost estimates:*

In-kind (experts, hosting of events, etc.): ...

Financial contributions to UNECE-WHO/Europe: ...

## **THE PEP Priority Goal 3**

### **To reduce emissions of transport-related greenhouse gases, air pollutants and noise**

**Activity 3.1: THE PEP Promotion of eco-driving**

*Objective:* Development of a platform to cooperate and develop guidelines and tools to promote eco-driving at national and pan-European levels

*Implementation mechanism:* THE PEP Partnerships

*Implementation period:* 2014–

*Lead country/organization:* (yet to be decided)

*Description:* Eco-driving is a well-established way of smart and fuel-efficient driving of private passenger cars, trucks, buses, tractors and locomotives. It makes best use of advanced vehicle technologies, improves traffic safety and could considerably contribute to a reduction of emissions and pollution. Eco-driving procedures and training are already well established in some countries. However knowledge and best practice on effective application is not yet wide-spread at the pan-European level. The activity will bring together interested countries to exchange experiences and know-how on conceptual as well as implementation levels and develop harmonized criteria for certification schemes and training materials. Specific twinning projects between interested countries and partners will be established.

*Estimated resource requirements:*

In-kind (experts, hosting of events, etc.): ...

Financial contributions to UNECE-WHO/Europe: ...

## THE PEP Priority Goal 4

### To promote policies and actions conducive to healthy and safe modes of transport

#### Activity 4.1: Pan-European Master Plan for cycling

*Objective:* Promotion of cycling at local, national level and pan-European levels and institutionalizing a forum of national cycling officers to further develop the European Cycling Network.

*Implementation mechanism:* THE PEP Partnerships

*Implementation period:* 2014– ...

*Lead country/organization:* (yet to be decided)

*Description:* There is a strong need and potential for making transport more environmentally friendly and healthier through the promotion of healthy and safe modes of transport. Today every-day cycling as a short-distance means of transport is often considered as being only of local and regional concern and responsibility. Strategies for the promotion of cycling are however needed at the national and pan-European levels to close the existing gap. By promoting cycling at pan-European, national, regional and local levels the responsible authorities jointly address issues of congestion, air pollution, noise, road traffic accidents and lack of physical activity. The project will develop cycling strategies to close the gap between local, national and pan-European initiatives.

*Initial cost estimates:*

In-kind (experts, hosting of events, etc.): ...

Financial contributions to UNECE-WHO/Europe: ...

#### Activity 4.2: Harmonization of road signs and signals for cyclists and pedestrians

*Objective:* Promotion of internationally harmonized signs and signals for cyclists and pedestrians.

*Implementation period:* 2015–2016

*Lead country/organization:* (yet to be decided)

*Implementation mechanism:* THE PEP Academy

*Description:* On the basis of THE PEP study on signs and signals for cyclists and pedestrians, the activity will provide scientific evidence for the development of a consistent and comprehensive set of signs and signals to be used at local levels. It could also feed into the current work of the UNECE Working Party on Road Traffic Safety (WP.1) to consider possible amendments to the global Convention on Road Signs and Signals (Vienna, 1968) and/or the relevant European supplement to this treaty.

*Initial cost estimates:*

In-kind (experts, hosting of events, etc.): ...

Financial contributions to UNECE-WHO/Europe: ...

#### Activity 4.3: Health Economic Assessment Tool (HEAT) for walking and cycling

*Objective:* Extension of HEAT to address further functionalities in addition to mortality

*Implementation mechanism:* THE PEP Partnerships

*Implementation period:* 2015– ...

*Lead country/organization:* (yet to be decided)

*Description:* HEAT is an on-line tool to estimate the value of reduced mortality that results from regular walking or cycling. The application of HEAT by policy makers requires only few data to answer the following question: if x people cycle or walk y distance on most days, what is the economic value of mortality rate improvements. HEAT thus facilitates evidence-based decision-making and is intended to be part of comprehensive cost-benefit analyses of transport interventions or infrastructure projects. It complements existing tools for economic valuations of transport interventions, for example on emissions or congestion and is based on best available evidence, with parameters that can be adapted to fit specific situations. The proposed extension of HEAT will add, in addition to mortality rates, further functionalities, including possibilities to take into account the effects of air pollution and injuries, and non-fatal health outcomes (e.g. reduction in the risk of cardiovascular diseases), reflecting advances in scientific evidence. A guidance book will be prepared to address practitioners and experts, focusing on a variety of approaches to the economic valuation of positive health effects related to cycling and walking.

*Initial cost estimates:*

In-kind (experts, hosting of events, etc.): ...

Financial contributions to UNECE-WHO/Europe: ...

## **THE PEP Priority Goal 5**

### **To integrate transport, health and environmental objectives into urban and spatial planning policies**

#### **Activity 5.1: Development of guidelines for the assessment of transport, urban and spatial planning policies and projects in terms of health impact**

*Objective:* To provide normative guidance based on best available evidence for a comprehensive, integrated assessment of the health effects of transport, urban and spatial planning policies and projects.

*Implementation mechanism:* (yet to be decided)

*Implementation period:* 2015–...

*Lead country/organization:* (yet to be decided)

*Description:* This activity will leverage on the established mechanisms developed by the WHO for the development of normative guidelines that are evidence based. It will consist of a scoping phase to define the main questions that the guidelines will seek to address, a review of existing relevant scientific evidence and consultation of independent experts in the formulation of such guidelines. Work will include the development of quality criteria for initiatives/projects that comply with THE PEP priority goals. This would involve drawing up of check lists or development of indicators showing compliance of transport projects in line with THE PEP vision.

This work will be fully in line with and build on existing frameworks for health and environmental impact assessment.

*Initial cost estimates:*

In-kind (experts, hosting of events, etc.): ...

Financial contributions to UNECE-WHO/Europe: ...