

High-level Meeting on Transport, Health
and Environment

**Steering Committee of the Transport, Health
and Environment Pan-European Programme
– Draft of 11 April 2019**

**Draft Vienna declaration of the Fifth High-level Meeting on
Transport, Health and Environment: *Green and healthy
mobility for happiness and prosperity***

**Note by an ad hoc drafting group established by the Bureau, as
amended by the Chair**

Summary

The Fifth High-level Meeting on Transport, Health and Environment will be held in Vienna on 22–24 October 2019. The meeting is expected to consider the adoption of the Vienna Declaration.

This version of the draft declaration is being circulated widely, including through the permanent missions to the United Nations Office at Geneva, to solicit comments and feedback from all UNECE member States, as requested by the Chair and Vice-Chairs of the Steering Committee of the Transport, Health and Environment Pan-European Programme (THE PEP). The Steering Committee is responsible for preparing the High-level Meeting.

This version was prepared by the secretariat based on the conclusions of a drafting group meeting, held in Brussels on 6–7 March 2019, incorporating comments made subsequently by member States and revised by the Chair.

The draft declaration will be revised further by the Bureau when it meets next, in an extended format, on 2–3 May 2019 in Valletta, after which a revised version will be made available. It will be further revised at a meeting of the Bureau on 2–3 July 2019 in Tbilisi.

Besides an overview of the challenges, opportunities, vision and goals for THE PEP, the annexes to the declaration will include, after its expected adoption by the High-level Meeting, the Pan-European Master Plan for Cycling Promotion, Policy Recommendations on Eco-driving, the conclusions of the Handbook on Sustainable Transport Planning and Urban Planning and a workplan. These four items will be presented as separate pre-session documents to the High-level Meeting. Only their headings are included in annex at present.

Preamble

We, the Ministers and heads of delegations of member States of the United Nations Economic Commission for Europe (ECE) and the World Health Organization (WHO) in the WHO European Region, convening the Fifth High-level Meeting on Transport, Health and Environment in Vienna from 22 to 24 October 2019,

Reaffirming our commitment to the 2014 Paris Declaration “City in Motion – People First!” and to work together to implement the Transport, Health and Environment Pan-European Programme (THE PEP) in order to achieve sustainable, affordable and inclusive, safe and healthy, green and clean transport and mobility,

Recognizing the contribution of THE PEP to reaching the objectives of the 2030 Agenda for Sustainable Development, the New Urban Agenda and the Paris Agreement on climate change,

Appreciating the efforts made by member States and other stakeholders towards achieving THE PEP Priority Goals, in particular through THE PEP Partnerships, the holding of relay-race workshops and symposiums, THE PEP Academy and the development of strategic and practical tools,

Welcoming the outcomes of the 2018 First WHO Global Conference on Air Pollution and Health, the 2018 Ministerial Declaration of the high-level segment of the annual session of the Economic and Social Council on the theme “From global to local: supporting sustainable and resilient societies in urban and rural communities”, the 2019 Ministerial Resolution “Enhancing cooperation, harmonization and integration in the era of transport digitalization and automation” and the 2017 Ministerial Resolution “Embracing the new era for sustainable inland transport and mobility”, both adopted in the framework of the Inland Transport Committee, the 2017 Ostrava Declaration of the Sixth Ministerial Conference on Environment and Health and the 2016 Batumi Declaration of the Eighth Environment for Europe Ministerial Conference,

Also welcoming the 2018 Graz Declaration by an informal meeting of European Union environment and transport ministers on “Starting a new era: clean, safe and affordable mobility for Europe”, the 2015 European Union Declaration on Cycling as a Climate-Friendly Transport Mode and the relevant outcomes of the International Transport Forums,

Recognizing the many challenges that remain, including:

(a) Nine out of ten people breathe air containing pollutants exceeding the WHO guideline values, about half a million premature deaths per year in the WHO European region are due to exposure to ambient air pollution and at least 1.6 million healthy years of life are lost annually as a result of traffic noise in the countries of Western Europe alone;

(b) Carbon dioxide emissions from transport could reach 40 per cent of the global total emissions by 2030;

(c) About 1 million deaths per year in the WHO European region are due to physical inactivity caused by car dependency, road traffic injuries are the leading cause of death among young people aged 5–29 years, while also costing governments approximately three per cent of gross domestic product, and about one in four road deaths involves a pedestrian or a cyclist;

(d) Poor quality transport services reinforce socioeconomic disparities and exclusion and encourage car use, while poorly-conceived transport infrastructure leads to fragmentation and loss of habitats, degradation of natural and urban landscapes and harm to natural and cultural heritage and buildings. Such infrastructure may also be vulnerable to climate change and natural disasters,

Acknowledging that THE PEP could support substantial reductions in air pollution, greenhouse gas emissions and noise by improving, and advocating investment in, public transport, active mobility, clean vehicles and intelligent mobility management,

Also acknowledging that THE PEP calls for the modernization of urban areas and human settlements to improve conditions for clean, accessible and safe transport modes and promote health through active mobility, such as cycling and walking,

Highlighting that THE PEP serves as a platform to promote inclusive and accessible transport, zero-emission mobility and the decarbonization of transport, which need to be complemented by cross-sectoral policy coherence and the use of multi-stakeholder partnerships, which are fostered by THE PEP,

Recognizing that a long-term vision is needed to achieve zero net emissions from the transport sector by 2050,

Our vision and goals

1. Adopt our vision of clean, safe, healthy and inclusive mobility and transport for the prosperity and happiness of our citizens;
2. Commit to achieving to the Priority Goals of THE PEP, which we adapt and extend according to emerging challenges, based on our vision, as follows and as elaborated further in annex I to this Declaration:

Priority Goal 1: To drive investment in, and green finance initiatives, for environment and health-friendly transport to stimulate job creation and prosperity;

Priority Goal 2: To implement sustainable mobility management and services, employing appropriate technologies for clean, efficient, healthy and safe transport systems;

Priority Goal 3: To achieve clean, low-noise and carbon-neutral transport and mobility;

Priority Goal 4: To implement policies and actions for healthy, active and safer mobility for all;

Priority Goal 5: To raise living conditions in cities and regions by integrating environmental and health policies and objectives into coordinated transport and spatial planning;

Priority Goal 6: To foster a socially-inclusive and fair transformation to green and healthy mobility and transport;

Priority Goal 7: To involve national, subnational and local authorities, communities, companies and civil society in the transformation to green and healthy mobility;

Strategy and actions for achieving our vision and goals

3. Request the Steering Committee of THE PEP to develop by [2021] / [2022] a comprehensive pan-European strategy on transport, health and environment, including a clear path-way, to achieve the agreed vision and Priority Goals and guide the further implementation of THE PEP;
4. Also request the Steering Committee to study options and to prepare proposals for a possible legal instrument to strengthen action in line with our vision and Priority Goals, for consideration by the Sixth High-level Meeting on Transport, Health and Environment;

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5. Decide to intensify our involvement in THE PEP as an effective contribution to the implementation of the Paris Agreement and so limiting global warming, increasing the resilience of transport infrastructure and adapting transport to climate change;
 6. Also decide to align further THE PEP activities with the 2030 Agenda for Sustainable Development through activities set out below aimed at assisting member States to achieve the Sustainable Development Goals, as per the publication *Making THE (transport, health and environment) Link*;
 7. Strengthen our commitment to national action and international cooperation on policies for healthy, inclusive, accessible, affordable, safe and environmentally-friendly transport and mobility, integrating public transport, efficient intermodal connections and infrastructure for active mobility, for all users, including children, youth, the elderly and those with disabilities;
 8. Decide to support the development and implementation of mobility management programmes for cities, regions, companies, tourism and schools, which combine clean technologies, zero-emission vehicles, the efficient use of infrastructure and green logistics, for both passengers and freight, as well as the expansion of public transport, including flexible mobility services for the first/last mile, active mobility and the strengthening of shared mobility and multi-modality by combining public and private stakeholders in the provision of mobility services;
 9. Commit to ensuring that the activities of THE PEP help to improve living conditions in our urban, peri-urban and rural areas, making them healthier, safer, better connected and accessible, in a perspective of social equity with no one left behind;
 10. Also commit to ensuring that transport, health and the environment are considered together in spatial planning to achieve policy coherence with regard to reducing urban sprawl and improving energy efficiency and access for public transport and active mobility;
 11. Decide to establish coordination mechanisms at the national level between the transport, health and environment sectors, including subnational and local authorities and involving other relevant stakeholders, for ensuring that transport, health and the environment are considered together in related policymaking and spatial planning in order to fill gaps in mobility services and reduce intersectoral conflicts and trade-offs;
 12. Agree to promote the mobilization of financial resources, including from international financial institutions, green finance instruments and the public and private sectors, to invest in sustainable mobility and transport systems;
 13. Decide to establish close cooperation between THE PEP and international financial institutions and green finance instruments and to develop public-private-partnerships while applying the relevant social and environmental criteria;
 14. Commit to develop sustainable low-carbon fuel options, increasing the share of renewable energy powering transport and ensuring that only fossil fuels that comply with high environmental standards are available on the market;
 15. Decide to accelerate and incentivize the development and introduction of low- and zero-emission vehicles, electromobility and related infrastructure through financial and other support programmes;
 16. Call on ECE member States to include in legal instruments, under the purview of the Inland Transport Committee, technical inspection provisions for used vehicles being exported to reduce the environmental and health effects of these vehicles and improve their safety;

17. Decide to promote the involvement and participation of the stakeholders, including subnational and local authorities, civil society, the private sector and academia, in the transformation towards green and healthy mobility and creation of sustainable transport systems, while establishing supporting frameworks to facilitate a smooth transition;

Paving the way to healthy and active mobility

18. Decide to boost active mobility in the pan-European region;

19. Acknowledge cycling as an equal mode of transport that contributes, together with walking, to sustainable livelihoods, a better environment, improved health and safety, social inclusion, economic prosperity, an improved quality of life and the happiness of our citizens;

20. Ensure that cycling and walking become integral components of national plans and policies, including those tackling non-communicable diseases and obesity, and promote the incorporation of active mobility into subnational and local plans and policies;

21. Agree to take measures to shift from motorized mobility to active mobility, in particular considering the large number of short trips in urban and suburban areas, and provide adequate infrastructure for cycling and walking to reduce accidents between motorized and non-motorized users;

22. Commit to achieving the following objectives [by 2030]:

(a) To [at least] double cycling in the region and increase cycling and walking in every country;

(b) To develop and implement national cycling policies, supported by national cycling plans, in every country in the region;

(c) To increase the safety of cyclists and pedestrians in every country in the region and [at least] halve the numbers of fatalities and the number of serious injuries of cyclists in the region, measured per kilometre cycled annually, if possible;

(d) To integrate cycling and walking into relevant health policies;

(e) To fully integrate cycling and walking, including cycling infrastructure, into land-use, urban and regional planning;

23. Adopt the Pan-European Master Plan for Cycling Promotion, as included in annex II to this Declaration, as a means to attain these objectives in relation to cycling, and commit to implement its set of recommendations, in particular regarding the improvement of infrastructure and incentive frameworks to promote cycling and data collection for monitoring progress, while taking into account national plans and programmes;

24. Emphasize the importance of harmonized cycling signs and signals across the ECE region to enhance road safety for cyclists and pedestrians, acknowledge the rights of pedestrians and cyclists and therefore encourage member States that are Contracting Parties to the Vienna Convention on Road Signs and Signals and the Vienna Convention on Road Traffic to suggest corresponding amendments to the Conventions;

25. Highlight the importance of adequate safe infrastructure for active mobility and request ECE to take the necessary steps to develop and establish, based on elements and principles of the Pan-European Master Plan for Cycling Promotion, a Trans-European Cycling network;

26. Decide to develop further, within the framework of THE PEP Partnerships, the Pan-European Master Plan for Cycling Promotion towards a master plan for active mobility, by integrating walking and other forms of active mobility, including guidelines and tools;

27. Encourage the taking of comprehensive measures to promote active mobility, while complementing them with education and awareness raising on road safety and the socioeconomic benefits of sustainable transport and active mobility;

THE PEP: a unique cross-sectoral tripartite policy platform

28. Approve the *Policy Recommendations for Eco-Driving* set out in annex III to this Declaration, and welcome THE PEP *Guidelines for Eco-Driving Programmes* as an efficient tool for saving energy and reducing emissions, while, at the same time, improving road safety;

29. Request the Partnership on Eco-driving to report on progress to the Steering Committee in the implementation of the guidelines and explore the extension of eco-driving to alternative vehicles, non-road mobile machinery, trains, aircraft and vessels;

30. Acknowledge the high potential of generating green jobs through investments in green and healthy transport, endorse the findings of the studies on *Green Jobs in Cycling* and *Green and Healthy Jobs in Transport*, and request the relevant Partnership to continue its research in this area and support the development of policies to stimulate the creation of green jobs;

31. Welcome the results of the TRANSDANUBE Partnership for sustainable mobility in the Danube region, and decide to establish THE PEP Partnership on Sustainable Tourism Mobility with a view to sharing good practices and developing guidelines and tools to implement green, healthy and inclusive mobility in tourism and leisure, involving tourism sector stakeholders;

32. Approve the conclusions in the *ECE Handbook on Sustainable Transport and Urban Planning* as set out in annex IV to this Declaration and decide to take the necessary measures to ensure proper coordination on the integration of sustainable transport, land-use planning, health and the environment;

33. Welcome the achievements of THE PEP Academy and decide to intensify its activities and foster interaction between scientists, practitioners and policymakers and to develop their capacities in the field of transport, urban and spatial planning, health and environment, invite universities and other further education institutions to contribute to the Academy and recommend the introduction of courses addressing transport, health and environment in an integrated way, and also request the Steering Committee to develop a procedure for awarding a certificate by THE PEP to graduates of the Academy;

34. Request the Steering Committee to compile and share good practices and innovations on green and healthy mobility and cooperation between relevant sectors, at national and local levels;

35. Decide to strengthen and further develop the Partnerships as platforms for cooperation between member States and other stakeholders, and commit to actively participate therein;

36. Welcome and support the organization of relay-race workshops on transport, health and environment in member States to showcase THE PEP, enable the sharing of good practices and the elaboration of policy recommendations and support the implementation of workshop outcomes;

37. Endorse the *Health Economic Assessment Tool for Walking and Cycling* (HEAT) and the tool *For Future Inland Transport Systems* (ForFITS), as models aimed at assessing health impacts and future carbon dioxide emissions of transport policies and initiatives, and promote their application in decision-making on spatial and transport infrastructure planning;

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38. Request the Steering Committee to develop THE PEP honorary award for outstanding commitments, initiatives and achievements in the field of clean and healthy mobility and transport;
 39. Request ECE and the WHO Regional Office for Europe to continue to provide secretariat services to THE PEP and agree to continue supporting them in this endeavour;
 40. Adopt THE PEP workplan for the period 2019–2024, as set out in annex V to this Declaration, for the implementation of this Declaration, agree to monitor its implementation through the Steering Committee at its annual sessions and undertake to allocate the necessary financial and/or in-kind resources, including for staff support to carry out the tasks identified in this Declaration, including through a system of voluntary contributions;
 41. Request the Steering Committee, in cooperation with the secretariat, to prepare specific proposals to facilitate the mobilization of additional resources to support the implementation of the workplan for the period 2019–2024;
 42. Invite also the Steering Committee to consider the organization of a mid-term review meeting on the occasion of the twentieth anniversary of THE PEP in 2022;
 43. Request the Steering Committee to elaborate a communication strategy to disseminate the results of THE PEP in order to raise awareness among stakeholders and citizens;
 44. Decide to convene a Sixth High-level Meeting no later than in 2024, to review and report on progress achieved in the implementation of THE PEP workplan, renew or adjust Priority Goals and plan future activities;
 45. Invite expressions of interest from Governments to host the Sixth High-level Meeting, for consideration by the Steering Committee;
 46. Express our gratitude to the Government of Austria for having hosted this Meeting and thank it and the people of Austria for the warm hospitality received.

Annexes

Annex I

Challenges, opportunities, vision and goals

Transport has driven socioeconomic development, enabling trade, tourism and economic growth and allowing people to access jobs, markets, services and education and interact with others. Sustainable, clean, safe, efficient, accessible and affordable transport is crucial to achieve the sustainable future we want.

Transport is an important emitter of air pollutants and noise, as well as greenhouse gases that drive climate change. Globally, 9 out of 10 people breathe air containing pollutants exceeding the World Health Organization (WHO) guideline values. Exposure to ambient air pollution is estimated to cause about half a million premature deaths per year in the WHO European region. In the countries of Western Europe alone, at least 1.6 million healthy years of life are lost annually as a result of traffic noise. Carbon dioxide emissions from transport could reach 40 per cent of the global total emissions by 2030.

Car dependency, poor use of urban space and lack of safety for cyclists and pedestrians contribute to physical inactivity, which, each year, is estimated to cause about 1 million deaths in the WHO European region. Regular cycling and walking, at levels comparable to those meeting the WHO global recommendations on physical activity for health, reduces all-cause mortality by about 10 per cent. Road traffic injuries are the leading cause of death among young people aged 5–29 years and cost governments approximately three per cent of gross domestic product. About one in four road deaths involves a pedestrian or a cyclist.

Often, spatial planning is not well connected and coordinated with transport planning. This leads to increased transport demand and, when public transport services are poor, growth in private car dependency. Poorly-conceived transport infrastructure leads to fragmentation and loss of habitats, degradation of natural and urban landscapes and harm to natural and cultural heritage and buildings. This transport infrastructure may also be vulnerable to climate change and natural disasters.

Poor quality public transport services, particularly in peri-urban and rural areas, reinforce socioeconomic disparities and exclusion and encourage car use. The development of mobility services and transport infrastructure without the involvement of local authorities and those affected by or intended to benefit from it, leads to poor outcomes.

Investment in green and healthy mobility and transport infrastructure, when well planned, can create economic prosperity and quality jobs in planning, construction, operation and maintenance of, for example, rail and light rail, clean and efficient public transport, efficient intermodal connections, safety measures in road transport and services for active mobility.

The start of the twenty-first century has been marked by a series of technological breakthroughs that are changing transport and mobility and that might contribute to sustainable development. Emerging technologies and approaches include digitalization, artificial intelligence, autonomous vehicles, electro-mobility, mobility management, flexible and shared mobility, mobility as a service and seamless multimodal public transport systems.

Our vision is of clean, safe, healthy and inclusive mobility and transport for the prosperity and happiness of our citizens.

The Priority Goals of THE PEP are as follows:

Priority Goal 1: **To drive investment in and green finance initiatives for environment and health-friendly transport to stimulate job creation and prosperity**, thus directing investment to the sustainable development of transport modes and related infrastructure that have the highest potential for environmental improvement, health promotion and job creation. This includes, in particular, rail and light rail, clean and efficient public transport, efficient intermodal connections and infrastructure for active mobility;

Priority Goal 2: **To implement sustainable mobility management and services, employing appropriate technologies for clean and efficient, healthy and safe transport systems**, in order to raise awareness of sustainable mobility choices, promote smart management of mobility needs and transport demand, better coordinate planning, ensure an efficient use of infrastructure and make the best use of new transport technologies, digitalization and zero-emission vehicles by combining them with green mobility services and logistics;

Priority Goal 3: **To achieve clean, low-noise and carbon-neutral transport and mobility**, while maximizing resource efficiency and minimizing raw material use, by supporting the shift to public transport and active mobility and promoting electromobility, eco-driving, zero- and low-emission vehicles and fuels based on renewable energy, and thus contributing to the achievement of the Paris Agreement goals and compliance with relevant WHO guidelines;

Priority Goal 4: **To implement policies and actions for healthy, active and safer mobility for all**, including to work towards achieving zero transport-related fatalities, by holistically developing urban areas and settlements to improve the conditions for safe and physically-active mobility and easily accessible public transport, all aiming at improving the health of citizens and with a particular focus on vulnerable groups, such as children and the elderly;

Priority Goal 5: **To raise living conditions in cities and regions by integrating environmental and health policies and objectives into coordinated transport and spatial planning policies**, including by integrated and coordinated planning that also supports green and healthy mobility and transport, increases energy efficiency, counteracts urban sprawl and promotes sustainable livelihoods, ensures environmentally friendly connectivity between the cities and their hinterland, limits transport's impact on the environment and land use and biodiversity and enables cities to adapt passenger and freight transport systems to demographic development and climate change;

Priority Goal 6: **To foster a socially-inclusive and fair transformation to green and healthy mobility and transport**, by aiming to ensure that all citizens enjoy affordable and accessible clean mobility services and transport, while taking into account the specific needs of vulnerable groups including children, the elderly and persons with reduced mobility or other disabilities, while also aiming at reducing the mobility disparities of those living or working in urban, peri-urban and rural areas;

Priority Goal 7: **To involve national, subnational and local authorities, communities, companies and civil society in the transformation to green and healthy mobility**, thus leading to mobility services and transport infrastructure that take into account the needs of different stakeholders, foster prosperity and inclusiveness and support the smooth transition to green and healthy mobility and transport and road safety.

Annex II

Pan-European Master Plan for Cycling Promotion

Text to be added

Annex III

Policy Recommendations for Eco-Driving

Text to be added

Annex IV

Conclusions of the Handbook on Sustainable Transport and Urban Planning

Text to be added

Annex V

Workplan for the period 2019–2024

Text to be added
