

THE PEP Partnerships



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FOREWORD

Since 2002, when it was created, the Transport, Health and Environment Pan-European Programme (THE PEP) has brought together the key actors to work towards a common purpose: sustainable and healthy transport. Government officials from the transport, health and environment sectors, local authorities, private companies, intergovernmental and non-governmental organizations and other stakeholders have recognized the special role that they must play in making the integration of sectoral policies a reality. Translating international commitments into national and local actions is the main operational task and highest priority of THE PEP. The Environment and Sustainable Transport Divisions of the United Nations Economic Commission for Europe and the World Health Organization's Regional Office for Europe are proud to share the responsibility to service THE PEP.

Over 15 years after its creation, THE PEP is still showing its relevance as a platform to facilitate and support change towards sustainability and to aid member States in their efforts to implement their commitments to sustainable and healthy transport. Especially relevant are their commitments to implement the 2030 Agenda for Sustainable Development and its Sustainable Development Goals, the Paris Agreement on climate change and the New Urban Agenda.

THE PEP has developed, over the years, implementation mechanisms to support the work of member States. One of those mechanisms comprises THE PEP Partnerships. THE PEP Partnerships, numbering six at the time of issuing this publication, provide a means by which member States and other stakeholders can work together in greater depth on specific issues and develop tools, methods and other resources to support policy implementation.

Ten years after their creation, the Partnerships are still attracting the interest of member States and stakeholders by touching upon issues that range from transport and urban planning to sustainable tourism, passing through the creation of green jobs.

This publication takes stock of the work done by the Partnerships and the results achieved, and provides a clear basis for discussions on their future during the Fifth High-level Meeting on Transport, Health and Environment (Vienna, 22–24 October 2019).

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KEY ABBREVIATIONS AND ACRONYMS

ECE	Economic Commission for Europe
ForFITS	For Future Inland Transport Systems
HEAT	Health Economic Assessment Tool
ILO	International Labour Organization
NGO	Non-government organization
NTHEAP	National Action Plan on Transport Health and Environment
OECD	Organization for Economic Cooperation and Development
PASTA project	Physical Activity Through Sustainable Transport Approaches project
THE PEP	Transport, Health and Environment Pan-European Programme
TRANSDANUBE	Partnership on Environmentally healthy mobility in leisure and tourism
UNEP	United Nations Environment Programme
WHO	World Health Organization
WHO/Europe	World Health Organization Regional Office for Europe



I. INTRODUCTION

BACKGROUND

In 2002, when the Transport, Health and Environment Pan-European Programme (THE PEP) was created, member States in the United Nations Economic Commission for Europe (ECE) and World Health Organization (WHO) European region recognized the importance of cross-sectoral work to address key issues such as: air pollution, road safety, noise, climate change, sustainability and the possible role of non-motorized transport in health promotion.

Since then, THE PEP has provided a unique policy platform that has encouraged member States in the pan-European region to pursue an integrated policy approach to sustainable and healthy transport and mobility.

Through a dynamic network of representatives of member States, academia, civil society and experts, THE PEP has been engaging all three sectors on an equal footing, enabling governments to make progress in improving their understanding of the challenges to health and the environment in relation to transport. THE PEP has also enabled governments to take advantage of the opportunities provided by sustainable and healthy transport policies to contribute to attaining the highest level of health and well-being for all, a better environment and efficient transport.

Member States have identified five THE PEP Priority Goals to guide them in promoting environment and health issues in transport policies.

THE PEP Partnerships

To support the achievement of THE PEP Priority Goals, member States identified implementation mechanisms. One of them is THE PEP Partnerships.

THE PEP Partnerships focus on specific technical implementation aspects and allow, when relevant, to expand beyond the three involved sectors by additionally highlighting other sectors and stakeholders. For example, the Partnership on jobs in green and healthy transport calls upon economic expertise in understanding the economic benefits of sustainable and healthy transport.

The present publication

This publication aims at presenting THE PEP Partnerships, their work and achievements in the first 10 years since their creation.

Through the description of the Partnerships, the reader will be able to see:

- **The range of topics that THE PEP touches upon**
- **The commitment of member States and stakeholders**
- **The stakeholders that have been involved in the work so far.**

The aim of this publication is also to gather lessons learned from experiences to date and inspire and motivate future, potential new partners in joining the existing Partnerships or creating new ones.

THE PEP AND ITS PRIORITY GOALS

THE PEP is an intersectoral and intergovernmental policy framework that aims to promote mobility and transport strategies that integrate environmental and health concerns.

THE PEP involves the transport, health and environment sectors of 56 member States, including intergovernmental organizations and civil society. ECE (Environment and Sustainable Transport Divisions) and the WHO Regional Office for Europe provide the secretariat for THE PEP.

THE PEP Priority Goals correspond to the priority areas on which THE PEP member States have agreed to work. The first four Priority Goals were established in 2009, at the Third High-level Meeting on Transport, Health and Environment in Amsterdam, the Netherlands. Member States decided to establish a fifth Priority Goal at the Fourth High-level Meeting on Transport, Health and Environment (Paris, 2014).

THE PEP PRIORITY GOALS:

GOAL 1. To contribute to sustainable economic development and health-friendly transport by directing investments towards the development of transport infrastructure that promotes safety, environment and health and has the highest job creation potential, including rail and light rail; clean and efficient public transport, efficient intermodal connections; safety measures in road transport; and infrastructure for active and environmentally friendly transport.

GOAL 2. To manage sustainable mobility and promote a more efficient transport system by promoting mobility management schemes for businesses, schools, leisure activities, communities and cities, raising awareness of mobility choices by improving the coordination between land use and transport planning and promoting the use of information technology.

GOAL 3. To reduce emissions of transport-related greenhouse gases, air pollutants and noise by supporting a shift in the vehicle fleet towards zero- or low-emission vehicles and fuels based on renewable energy; promoting a shift towards clean transport modes and fostering electric mobility as well as eco-driving.

GOAL 4. To promote policies and actions conducive to healthy and safe modes of transport by designing and modernizing urban areas and human settlements to improve the conditions for safe and physically active mobility, including infrastructure for walking and cycling, and efficient and accessible public transport, particularly focused on vulnerable groups such as children and persons with reduced mobility.

GOAL 5. To integrate transport, health and environmental objectives into urban and spatial planning policies by developing capacities and frameworks for integrated urban and spatial planning in order to reduce the impact of transport on health, the environment and land use, increase energy efficiency and support green and healthy mobility and transport as well as sustainable livelihoods. In doing so, we will strengthen the adaptation of urban environments as well as mobility and transport systems to demographic and environmental change.

II. THE PEP PARTNERSHIPS

THE ORIGIN OF THE PARTNERSHIPS

Member States decided to create implementation mechanisms to ease reaching THE PEP Priority Goals. At the Third High-level Meeting on Transport, Health and Environment (Amsterdam, 2009), they created THE PEP Partnerships.

The other implementation mechanisms are:

- **National Action Plans on Transport Health and Environment (NTHEAPs)**
- **“Relay-race” workshops**
- **THE PEP Academy.**

In addition, THE PEP developed or has applied the following tools:

- **THE PEP Clearing House**
- **Health Economic Assessment Tool (HEAT) for walking and cycling**
- **For Future Inland Transport Systems (ForFITS) CO2 scenario-building policy tool.**

The Partnerships were established as an agile and flexible means to support the implementation of THE PEP in member States, by easing communication and cooperation, and by bringing together partners with a shared interest to collaborate on a specific project that helps to achieve one or more of THE PEP Priority Goals (see table).

As one of the four implementation mechanisms, the Partnerships are a major device to support and promote integrated policymaking through the development of tools, methods and capacity-building materials and training.

More specifically, THE PEP Partnerships have four main purposes:

- **To provide THE PEP with an effective mechanism to support the implementation of its five-year programmes of work and biennial workplans**
- **To provide technical capacity to support member States in implementing THE PEP at national level**
- **To strengthen ownership of THE PEP Priority Goals among partners**
- **To provide a more solid and sustainable basis for human and financial resources to implement THE PEP workplan at national and international levels.**

Depending on the topic and coordinators, the Partnerships engage in their activities with academic institutions, relevant non-government organizations (NGOs) and international and governmental organizations. They also cooperate with international financial and donor organizations that provide funds for programmes and projects.

In addition, the Partnerships encourage:

- **Collaboration between the public and private sectors and their involvement in the implementation of activities in line with THE PEP programme of work**
- **Cooperation with academic and educational institutions to enhance capacity-building activities and ensure scientific robustness of the products of the Partnerships (e.g., reports, tools and guidance).**

The main activities of the Partnerships are:

- **Developing guidance, methods, tools and training packages**
- **Providing technical assistance at the national and subnational levels for (i) developing, implementing and evaluating integrated policy approaches, and (ii) implementing guidance, methods and tools, in particular in countries with economies in transition of Eastern and South-Eastern Europe, the Caucasus and Central Asia**
- **Fostering capacity-building, training and the exchange of know-how and expertise, with a focus on the needs of ECE countries with economies in transition**
- **Developing supportive material and promoting research and the dissemination of its results in areas addressed by THE PEP relay-race workshops**
- **Fostering international advocacy and cooperation**
- **Encouraging information sharing and increasing the visibility of THE PEP**
- **Contributing to other areas of work in line with declarations made by the high-level meetings.**

ESTABLISHMENT AND FUNCTIONING

THE PEP Partnerships can be established by a decision of THE PEP Steering Committee, after a proposal by one or more member States, or stakeholders. They operate under the guidance of THE PEP Steering Committee and in coordination with THE PEP secretariat.

Partnerships function based on terms of reference adopted by the Steering Committee (available in the annex of this publication).

THE PEP PARTNERS

Membership in a Partnership is on a voluntary basis and is open to member States, NGOs that are members of the Steering Committee, relevant intergovernmental organizations and international financial institutions.

CURRENT PARTNERSHIPS

The current THE PEP Partnerships are:

- **Partnership on Health Economic Assessment Tools (HEAT)**
- **Partnership on Cycling Promotion**
- **Partnership on Eco-Driving**
- **Partnership on Jobs in Green and Healthy Transport**
- **Partnership on the Integration of Transport, Health and Environmental Objectives into Urban and Spatial Planning**
- **Partnership on Environmentally healthy mobility in leisure and tourism (TRANSDANUBE).**

Partnership on Health Economic Assessment Tools (HEAT) supports the development of user-friendly, on-line free tools and guidance materials for the estimation of the health impacts of regular walking or cycling, highlighting also their economic dimension. The core principles of HEAT are: scientific robustness; best available evidence; usability; minimal data input requirements; availability of default values; clarity of prompts and questions; and transparency. Coordinating partner: WHO/Europe.

Partnership on Cycling Promotion aims to strengthen and extend the existing network of cycling officers; develop a pan-European master plan for cycling promotion; share good practices; and develop guidelines and tools. A master plan for cycling promotion is expected to be launched at the Fifth High-level Meeting on Transport, Health and Environment (Vienna, 22–24 October 2019). Coordinating partners: Austria and France.

Partnership on Eco-driving aims to support the development and implementation of “eco-driving” (or energy-efficient driving) techniques at national and local levels and elaborate guidelines, tools and practical training courses to assist member States. It promotes the dissemination of knowledge and good practices about eco-driving and its implementation, as well as harmonized certification schemes and training materials on eco-driving for trainers and driving schools. The Partnership was launched at the 2014 Klima:aktiv mobil Conference in Vienna. Practical eco-driving training workshops have already taken place. Coordinating partner: Austria.

Partnership on Jobs in Green and Healthy Transport aims to stimulate a debate and shared understanding on jobs in green and healthy transport, analyse the potential for greening “old” jobs and creating “new green” jobs in transport and mobility and assess the qualitative and quantitative impacts on the environment, health, transport and the economy. Coordinating partners: Austria, ECE, United Nations Environment Programme (UNEP) and WHO/Europe.

Partnership on the Integration of Transport, Health and Environmental Objectives into Urban and Spatial Planning aims to facilitate discussion and research on the integration of transport, health and environmental objectives into urban and spatial planning policies. The activities are closely linked to THE PEP Academy. Coordinating partners: France and the Russian Federation.

TRANSDANUBE Partnership involves the member States along the Danube River, co-financed by the European Union. It aims to contribute to the development of the Danube region by providing socially-fair, economically-viable, environmentally-friendly and health-promoting mobility for visitors and inhabitants of the region. Coordinating partner: Austria.

THE PEP Partnerships and the Priority Goals

PARTNERSHIP	YEAR ESTABLISHED	PRIORITY GOALS				
		1	2	3	4	5
<i>HEAT</i>	2008					
<i>Cycling Promotion</i>	2014					
<i>Eco-Driving</i>	2012					
<i>Jobs in Green and Healthy Transport</i>	2011					
<i>Integration of Transport, Health and Environmental Objectives into Urban and Spatial Planning</i>	2015					
<i>TRANSDANUBE</i>	2013					

The Partnerships are described in greater detail in the following six chapters. Each chapter focuses on one of the Partnerships, following this outline:

- Introduction
- Objective and scope
- Partners and target groups
- Achievements
- The way forward.

III. PARTNERSHIP ON HEALTH ECONOMIC ASSESSMENT TOOLS (HEAT)



INTRODUCTION

The Partnership on HEAT supports the implementation of Priority Goal 4, promoting policies and actions conducive to healthy and safe modes of transport. It also contributes to Goal 5, as HEAT integrates transport, health and environmental objectives into urban and spatial planning policies. HEAT is designed to help urban and transport planners and health practitioners make the case for new investment in active mobility and to quantify the economic value of reduced mortality from active mobility.

The first HEAT tool was launched in 2008 for cycling only. Since then, the tool has been expanded to support the development of a new module on walking. In 2017, HEAT was updated to consider the health effects of road crashes and air pollution and the effects of cycling and walking policies in terms of reduced carbon emissions.

OBJECTIVE AND SCOPE

The Partnership aims at providing specific tools and guidance materials to:

- **Estimate the health effects of transport activities having an impact on levels of cycling and walking**
- **Highlight their economic value.**

The Partnership focuses its work on walking and cycling. Its main objectives are:

- **Developing guidance and practical tools for estimating the economic value of the health impacts of regular walking or cycling**
- **Estimating changes to total mortality from current levels of cycling or walking, such as benefits from cycling or walking to a specific workplace, across a city or in a country**
- **Providing input into more comprehensive cost-benefit analyses, or health impact assessments.**

HEAT can be used to estimate the benefits in terms of reduced mortality from achieving national targets to increase cycling or walking, or to illustrate potential cost consequences of a decline in current levels of cycling or walking. It can be used as a stand-alone tool or to provide input to more comprehensive economic appraisal exercises or health impact assessments.

HEAT is an online tool, developed to assess the economic value of reduced mortality thanks to cycling and walking.

It calculates the answer to the following question: if x people cycle or walk distance y on most days, what is the economic value of mortality rate improvements?

HEAT is evidence-based, applicable to past and present situations and policy-oriented. It supports transport investment decisions, providing a comprehensive cost-benefit analysis and complementing already existing tools for economic evaluation. Since October 2017, HEAT can also take into account the health effects from road crashes and air pollution and the effects on carbon emissions.

HEAT models the impact of different levels of cycling or walking and attaches an economic value to the estimated levels to be achieved when new infrastructure or intervention is in place. This economic evaluation can be used as an input parameter to economic assessments, thereby helping to make the case for investments into active transport.

PARTNERS AND TARGET GROUPS

The Partnership on HEAT targets its tools on:

- **Policymakers in transport, health and environment**
- **Transport planners, traffic engineers at national and local levels, and special interest groups working on transport, walking, cycling or the environment**
- **Health economists, physical activity experts and health promotion experts.**

The main partners are:

- **WHO Regional Office for Europe (coordinator)**
- **Austrian Ministry of Sustainability and Tourism**
- **French Ministry for Solidarity and Health**
- **German Federal Ministry for the Environment, Nature Conservation, Building and Nuclear Safety**
- **Swedish Expertise Fund**
- **Swiss Federal Office of Public Health**
- **Consortium from the United Kingdom under the leadership of Natural England**
- **European Commission**
- **European Union-funded Physical Activity Through Sustainable Transport Approaches (PASTA) project.**

ACHIEVEMENTS

The first module of HEAT tackled only cycling. In 2011 alone, the project website was visited about 700,000 times by 41,000 visitors.

Austria, Belgium, Estonia, Finland, France, Italy, Latvia, Malta, the Netherlands, Portugal and Spain are among the countries having used HEAT since its launch.

Thanks to a project funded by the European Union, Physical Activity Through Sustainable Transport Approaches (PASTA), the Partnership developed new modules in 2017. Now HEAT allows having a more comprehensive impact assessment of the benefits of interventions promoting walking and cycling¹. The new modules consider:

- **The effects of air pollution**
- **The effects of greenhouse gases**
- **Injuries arising from road crashes.**

HEAT is now able to:

- **Assess current (or past) levels of cycling or walking – showing the value of cycling or walking in a city or country**
- **Assess changes over time – comparing before and after situations, or scenario “A” versus scenario “B” (such as with or without measures taken)**
- **Evaluate new or existing projects, including calculating benefit to cost ratios.**

The Partnership also developed a methodology booklet to guide use of HEAT.

1 www.heatwalkingcycling.org

SUCCESS STORIES OF USING HEAT

In **AUSTRIA**, HEAT is regularly used by the Ministry of Sustainability and Tourism to assess the current benefits from cycling.

In **BRUSSELS**, HEAT compared scenarios for 1999, 2012 and 2020, showing an indirect gain of €100 million from 1999 to 2012 and foreseeing a future gain of €500 million in 2020 with a 20 per cent increase in cycling.

In Pärnu, **ESTONIA**, the HEAT assessment revealed benefits from investing in a new 4 km bicycle path, namely 0.17 lives saved per year and monetized benefits up to €112,000 per year over a 6-year period.

In the **FINNISH** town of Kuopio, HEAT supported the enhancement of commuter cycling in winter.

In the **FRENCH** metropolitan area of Nantes, HEAT calculated the benefits of a 12 per cent increase in cycling by 2030: 670 lives over 10 years at a value of €2.68 billion.

Furthermore, HEAT was used in: Trikala (**GREECE**); Modena and Palermo (**ITALY**); Tukums (**LATVIA**); Viana do Castelo (**PORTUGAL**); Brasov (**ROMANIA**); Barcelona and Toledo (**SPAIN**); Skopje (**NORTH MACEDONIA**); Oxford, London, Manchester, Glasgow, Brighton and the Welsh coastline (**UNITED KINGDOM**); and Boston (**UNITED STATES OF AMERICA**).

WAY FORWARD

The Partnership will continue improving HEAT by:

- **Keeping it abreast of scientific developments**
- **Improving its relevance and user-friendliness**
- **Developing new modules to include diverse outcome measures (for example morbidity in addition to mortality and other measures as deemed useful by the target audience)**
- **Promoting the use and uptake of HEAT, including through the organization of webinars held in the context of THE PEP Academy and in collaboration with THE PEP partners.**

The latest version of HEAT was launched in 2017. The main features and changes include:

- **Combined assessments of walking and cycling**
- **Calculation of impacts of exposure to air pollution, crash risk and carbon emissions, in addition to the benefits from physical activity**
- **Updated Values of Statistical Life, with averages and country-specific values, based on a methodology developed by the Organization for Economic Cooperation and Development (OECD)**
- **A new HEAT methodology booklet**
- **An updated section with HEAT examples**
- **A revised workflow**
- **A new user interface.**



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IV. PARTNERSHIP ON CYCLING PROMOTION



INTRODUCTION

The Partnership on Cycling Promotion was launched in 2014, at the Fourth High-level Meeting, in response to a call by member States to promote cycling and develop a pan-European master plan for cycling promotion. The Partnership directly supports Priority Goal 4 on promoting policies and actions conducive to healthy and safe modes of transport. At the same time, with its objectives and recommendations, the master plan will support all five Priority Goals of THE PEP.

In the ECE/WHO European region, several member States have developed national cycling policies or strategies to coordinate and support actions on cycling promotion at the national, regional and local level. In some countries, however, an overall policy and strategic framework for cycling promotion is still lacking and this may result in isolated and uneven efforts at the subnational level.

The draft master plan aims to support joint action for integrating cycling into national and pan-European policies and having access to existing funding schemes of international financial institutions.

Member States realized that to unlock the full potential of cycling as a sustainable, healthy and resilient transport mode, there is a need to: provide coordinated support to activities promoting cycling at the international and national levels; position cycling more prominently on the political agenda; and mobilize resources for cycling promotion at the pan-European level.

OBJECTIVE AND SCOPE

The main objective of the Partnership is to develop a pan-European master plan for cycling promotion as a tool to assist in the development of cycling promotion policies at the national level.

More specifically, the Partnership aims at bringing together interested national cycling officers or representatives of member States to:

- **Conduct needs assessments (infrastructure, information, financing, safety) to identify the key areas of action at pan-European level**
- **Develop a pan-European master plan for cycling promotion**
- **Facilitate cycling promotion policies at national level by developing guidance and tools based on existing knowledge**
- **Share good practices, build capacity and develop training and twinning projects**
- **Establish a network of national cycling officers (and/or national cycling representatives nominated by member States) to facilitate the implementation of the proposed activities.**

PARTNERS AND TARGET GROUPS

THE PEP Partnership is addressing the following target groups:

- **Member States (ministries of health, environment, transport, finance, education and infrastructure)**
- **National cycling officers and representatives of member States**
- **Special interest groups working on transport, walking, cycling or the environment**
- **International financial institutions (World Bank, European Investment Bank, etc.)**
- **European Commission (relevant directorate-generals)**
- **European Bicycle Manufacturers Association**
- **Other relevant international organizations and networks (Polis (Cities and Regions for Better Transport), European Platform on Mobility Management, etc.)**
- **Public health professionals and tourism agencies**
- **Physical activity and health promotion experts**
- **Public transport users and operators**
- **Urban planners at national and local levels**
- **National, regional and city authorities.**

The main partners are:

- **Austrian Ministry of Sustainability and Tourism (co-coordinator)**
- **French Ministry for an Ecological and Inclusive Transition (co-coordinator)**
- **WHO/Europe**
- **ECE**
- **European Cyclists Federation.**

As of December 2018, a total of 26 member States and the European Cyclists' Federation had actively participated in the Partnership.

ACHIEVEMENTS

The main achievements of the Partnership are:

- **Involving 26 countries in drafting the pan-European master plan for cycling promotion**
- **Increasing awareness of the importance of cycling for the economy, health, transport and the environment**
- **Increasing awareness of cycling's benefits on the basis of the existing level of cycling promotion in the country**
- **Drafting the master plan.**

The first meetings of the Partnership identified the most relevant topics to be covered in the draft master plan. Topic leaders prepared concrete recommendations for the different target groups.

The draft master plan aims at establishing cycling as an equal mode of transport, at doubling cycling across the pan-European region and increasing the safety of cyclists by halving the number of fatalities (and serious injuries) by 2030.

CONTENT OF THE DRAFT MASTER PLAN

- I. Vision and objectives**
- II. Cycling in the pan-European region**
- III. Benefits of cycling**
- IV. Recommendations**
- V. Paving the way to the future.**

WAY FORWARD

The aim of the Partnership is the adoption of the draft master plan by the Fifth High-level Meeting, following negotiations in the lead up to the meeting.

After the meeting in Vienna in 2019, the Partnership plans to:

- **Collect data concerning the modal share of cycling, using 2020 as the baseline**
- **Work on an implementation strategy and on a programme of work**
- **Prepare or support the preparation of proposals to mobilize resources**
- **Support the establishment of a network of national cycling officers**
- **Run needs assessments at international level and, as needed, at national level**
- **Develop guidance documents and extend the scope of the activities of the Partnership to the whole range of active mobility (including walking)**
- **Develop a concept to build capacity for cycling promotion.**

V. PARTNERSHIP ON ECO-DRIVING



INTRODUCTION

Eco-driving – the energy-saving style of driving – has great potential to reduce the impact of transport on health and the environment.

Eco-driving:

- **Saves energy and reduces greenhouse gas emissions**
- **Reduces health risks from hazardous air pollutants**
- **Is compatible with the latest engine types and reduces the cost of their maintenance**
- **Enhances traffic safety by a forward looking, relaxed driving style.**

The Partnership contributes to Priority Goals 1, 2 and 3 of THE PEP.

THE PEP Steering Committee established the Partnership on Eco-Driving in 2012. The Partnership was formally launched at a meeting held in Vienna on 25 February 2014.

OBJECTIVE AND SCOPE

THE PEP Partnership on Eco-Driving aims to support eco-driving at the national and local levels through guidelines and tools. More specifically it aims to:

- **Disseminate best practices on eco-driving, including examples of eco-driving for trucks, buses and agricultural tractors**
- **Exchange experiences among partners interested in promoting eco-driving for professional and non-professional drivers**
- **Provide opportunities for testing eco-driving approaches, notably within the context of THE PEP relay-race workshops and other international and national conferences and events**
- **Promote technical twinning programmes between interested partners**
- **Develop criteria for certification schemes and training materials for trainers and driving schools**
- **Also develop approaches to assess the effectiveness of eco-driving and the successful continuation of eco-driving behaviour over time.**

ECO-DRIVE IN SWITZERLAND

Established in 1999, Quality Alliance Eco-Drive was launched by SwissEnergy, a programme of the Swiss Federal Office for Energy, to promote and ensure wide-spread implementation of the eco-driving technique. The alliance is supported by a broad coalition of course providers, transport associations, private organizations and government agencies and was, initially, working on the development of training standards. The goal today is to make eco-driving the driving style of choice for all road users, whether a private individual or a professional novice or experienced driver.

Recent key activities:

- **Creation of the portal www.ecodrive.ch as the place to go for all information about eco-driving in Switzerland for different target audiences**
- **Diffusion of printed and electronic information documents**
- **Organization of education and training for instructors and car and truck drivers**
- **Organization of simulated training sessions for car drivers, recently using also a virtual reality environment**
- **Creation of off- and on-line campaigns on hints for eco-driving**
- **Creation of an award winning casual game EcoDriver (www.ecodriver.ch), with more than 1 million downloads worldwide**
- **Creation of Rallye EcoDrive, an online-Quiz with attractive prizes**
- **Cooperation with the Swiss fleet management association**
- **Cooperation with AEC, a project of the car-dealer association, to optimize the fuel-efficiency of existing cars (www.autoenergiecheck.ch).**

PARTNERS AND TARGET GROUPS

The Partnership addresses the following target groups:

- **Representatives from member States for energy efficiency in transport**
- **European fleet operators**
- **International financial institutions**
- **European Commission**
- **Relevant international organizations.**

The initial partners are:

- **Austrian Ministry of Sustainability and Tourism (coordinator)**
- **Russian Federation's Ministry of Transport and the Scientific and Research Institute of Motor Transport**
- **Swiss Federal Office for Transport.**

ACHIEVEMENTS

Results from eco-driving projects all over Europe prove that drivers trained in eco-driving can easily achieve reductions in fuel consumption of 5–10 per cent for trucks and buses. When it comes to cars, savings can reach 20 per cent. Thus, eco-driving training courses are a cost-effective measure with several positive effects:

- **Saving resources and contributing to climate protection: eco-driving can result in a substantial reduction in fuel consumption, thus reducing exhaust gases and greenhouse gas emissions**
- **Reducing health risks: fewer emissions of harmful substances**
- **Enhancing traffic safety: eco-driving reduces the risk of accidents.**

The Partnership has achieved the following since 2014:

- **The creation of an Eco-Driving Task Force with representatives of the THE PEP member States (2014)**
- **The development of national and regional eco-driving programmes, including twinning programmes, and eco-driving pilot training workshops (started in 2014)**
- **The organization of an International THE PEP Eco-Driving Workshop (2016). The outcomes included agreement on a certification scheme for trainers and starting the preparation of guidelines on eco-driving**
- **The organization also of an eco-driving practice day for electric vehicles at the 2016 Klima:aktiv mobil Conference in Vienna**
- **The organization of a workshop with Austrian and German experts on eco-driving for e-vehicles in July 2018 in Cologne, Germany**
- **The starting of an Austrian-Swiss cooperation on eco-driving.**

In addition, the experience of the Partnership showed that its work:

- **Contributes to achieving the objectives of the Paris Agreement on climate change**
- **Also contributes to implementing the European Union Energy Efficiency Directive 2012/27**
- **Applies also to hybrid and electric vehicles as a range extender.**

In addition, the Partnership identified emerging issues:

- **Policymakers need to understand that eco-driving is also useful for electric vehicles in driving schools, autonomous driving cars and mobile machinery**
- **Specific applications for mobile phones for drivers could be useful to promote eco-driving practices.**

The Partnership identified the following lessons learned from pilot training sessions in Almaty, Kazakhstan, and Kaliningrad, the Russian Federation:

- **The training sessions and the tools are created in such a way that the Partnership can replicate them in any other member State**
- **Bus drivers need special training on driving in and out of bus stops, as there is a large potential for fuel saving**
- **Fuel consumption monitoring devices are of crucial importance for the success of eco-driving, as they provide the necessary real-time feedback information to the driver, so allowing adaptation of the driving style**
- **Drivers need to know the technical specifications of their vehicle to use efficiently all available functions**
- **Participants were interested in new developments regarding fuel-saving technologies, in particular new truck designs.**

WAY FORWARD

The Partnership took stock of the lessons learned and has developed recommendations for its future work. In particular, the Partnership should:

- **Contribute to spreading knowledge and practical know-how on eco-driving.**
One means could be promoting the establishment of an expert team in member States
- **Develop a strategy to promote eco-driving rules, principles and technical knowledge in member States**
- **Compile criteria for the certification of trainers in driving schools as being qualified for teaching eco-driving**
- **Transfer know-how and exchange experience with other institutions and countries and specifically:**
 - **Record the results of each eco-driving training session for further analysis and as reference point**
 - **Carry out training sessions under real driving conditions and develop easy-to-use notes on eco-driving such as flyers and handouts**
 - **Highlight that a manual for drivers explaining the dashboard should be prepared and made available. This is important as the monitoring of eco-driving requires the efficient use of fuel consumption devices.**

The recommendations will be the basis of future work under the Partnership. In addition, the Partnership will:

- **Review by 2019 the existing guidelines for developing eco-driving programmes**
- **Develop guidelines for national eco-driving programmes by 2019**
- **Promote the integration of eco-driving into national regulations by 2019, for example, for driver training and education**
- **Elaborate THE PEP guidelines for eco-driving (by 2019), including on eco-driving training programmes for driving schools and eco-driving training courses for companies and private drivers**
- **Organize additional pilot training sessions.**

THE AUSTRIAN KLIMA:AKTIV MOBIL ECO-DRIVING INITIATIVE

In 2004, the Mobility Department of the then Austrian Federal Ministry of Agriculture, Forestry, Environment and Water Management, in cooperation with the Austrian Energy Agency and the Federal Branch Association of Driving Schools, started an eco-driving programme in Austria. The programme is part of the "klima:aktiv mobil" initiative, aimed at reducing greenhouse gas emissions in the transport sector.

Since the beginning of the programme, 8,400 klima:aktiv mobil projects have reduced CO₂ emissions by 640,000 tonnes per year.

Eco-driving projects also involve commercial fleets. One successful example is eco-driving at the Austrian National Postbus-Lines. The organizers trained 2,800 bus drivers. An important result was the long-term statistical evaluation of the fuel consumption of the entire bus fleet of the Austrian National Postbus-Lines. The pilot training programme confirmed:

- **Fuel savings of 6.5 per cent, equal to an annual reduction of diesel fuel consumption of 2 million litres**
- **Cost savings of 3 million Euro each year**
- **A reduction in CO₂ emission by 5,000 tonnes per annum.**

VI. PARTNERSHIP ON JOBS IN GREEN AND HEALTHY TRANSPORT



INTRODUCTION

Policies to support public transport, cycling and walking have benefits for health, the environment and the economy.

An additional interesting aspect of these policies is their potential for creating jobs in public transport, cycling and walking, but also in areas that could make transport greener, safer, healthier and more efficient. These include a wide range of jobs in the design, production and servicing of energy-efficient vehicles and in mobility management. Jobs in green and healthy transport could make an important contribution to the green economy because of their environmental, social and economic benefits. This contribution would be of even greater importance in urban areas, where modes such as public transport, cycling and walking have the greatest potential.

THE PEP Steering Committee established the Partnership on Jobs in Green and Healthy Transport in 2011, as a follow-up to, firstly, THE PEP High-level Meeting in Amsterdam in 2009 and its Priority Goal 1 on sustainable economic development of transport and, secondly, THE PEP 2010 Symposium on green and health-friendly investments and jobs in transport.

The Partnership has already developed two studies: “Unlocking new opportunities: jobs in green and healthy transport”² and “Riding towards green economy: Cycling and green jobs”³ as detailed later in this chapter. The Partnership has started a third phase and to develop a third study.

DEFINITION OF GREEN JOBS

The definition of a job in green and healthy transport developed by the Partnership is in two parts.

First, these jobs form part of a wider solution to climate change. They help to reduce emissions and improve energy efficiency (hence green).

Second, these jobs contribute to promoting and using safer, cleaner, more active modes of transport. As such, they can help to reduce health risks (hence healthy).

² <https://thepep.unece.org/node/92>

³ <https://thepep.unece.org/node/777>

For a job to be included in this definition, it must fulfil both criteria. In addition, jobs in green and healthy transport should contribute to one or more of the following objectives:

- **Reduce air and noise pollution and greenhouse gas emissions**
- **Reduce energy consumption**
- **Increase the safety of walking and cycling**
- **Improve transport efficiency.**

A job in green and healthy transport may be direct, indirect or induced. A direct job is one in the construction and maintenance of infrastructure (e.g., pavements, bicycle lanes and bus stops), the manufacture of vehicles (e.g., public buses, rail rolling stock and bicycles), or the operation of associated services.

An indirect job is one in the supply chain of the relevant construction, manufacturing or maintenance industry (e.g., production of spare bicycle parts or materials for bicycle lane construction), or one in professional and administrative services for managing the operation of green and healthy transport systems.

Induced jobs are those created when the overall level of spending in the economy rises as a result of increased direct and indirect employment. Additionally, increases in bicycle tourism will benefit the wider tourism industry by generating jobs to service the needs of cyclists, including in hotels and restaurants.

Another important element in determining whether a job can be considered to be “green” is whether it provides “decent work”. “Decent work” is defined as work for both men and women that is productive and is undertaken “in conditions of freedom, equity, security and human dignity”.⁴ Many of the jobs identified by the studies undertaken by the Partnership have the potential to provide decent work and can therefore be considered decent jobs in green and healthy transport.

The Partnership’s products are expected to be used by THE PEP Academy in its activities.

OBJECTIVE AND SCOPE

The purpose of this Partnership is to bring together interested member States, experts and policymakers from the transport, environment and health sectors and develop a set of actions and joint projects aiming at:

- **Stimulating a debate on and a shared understanding of what is a green and healthy job in transport**
- **Documenting existing experiences in the region and other parts of the world of new policies and approaches for creating green and healthy jobs in transport, with a particular focus on active mobility**
- **Analysing the potential of greening existing jobs and creating new job profiles in active mobility and assessing the qualitative and quantitative impact that such approaches have on the environment, health, transport and the economy**
- **Sharing good practices and disseminating experiences, policies and approaches**
- **Developing strategies and actions for stakeholders to promote green jobs in transport.**

⁴ “Unlocking new opportunities: Jobs in green and healthy transport”, WHO/Europe, 2014. Study prepared with ECE and UNEP within the framework of THE PEP Partnership on Jobs in Green and Healthy Transport (<https://thepep.unece.org/node/92>). The definition refers to that provided in “Green Jobs: Towards Decent Work in a Sustainable, Low-Carbon World”, UNEP, 2008. The work was part of the Green Jobs Initiative jointly mounted by UNEP, the International Labour Organization and the International Organisation of Employers and the International Trade Union Confederation.

The Partnership aims to consolidate the evidence from experiences in job creation and bring it to the attention of member States and subnational and local authorities.

PARTNERS AND TARGET GROUPS

The Partnership aims at informing member States, experts and policymakers from the economic, transport, environment and health sectors.

The Partnership benefitted from the participation of the following member States and international organizations:

- **Austrian Ministry of Sustainability and Tourism**
- **French Ministry for an Ecological and Inclusive Transition**
- **OECD**
- **International Labour Organization (ILO)**
- **UNEP**
- **European Environment Agency**
- **The New Economics Foundation.**

ACHIEVEMENTS



The first phase focused on green jobs in public transport, walking and cycling. The preliminary work that the Partnership carried out at the beginning of the first stage led to:

- **The drafting of a definition of green jobs in the framework of the Partnership**
- **Recognition that such jobs include direct, indirect and induced jobs**
- **Acknowledgement that there might be job losses resulting from the need for fewer cars or reduced tax take from fuel duties**
- **Noting, however, that the net impact on jobs was likely to be positive**
- **Noting in addition that investing in green and healthy transport also brings benefits that are not generally quantified (e.g., improvements in health)**
- **Recognizing that there is significant potential for improvement, as the results of the study are based on a cycling modal share that is still low in many cities.**

The first phase concluded with a publication that highlighted that investing in green and healthy transport could:

- **Create job opportunities at local level**
- **Generate more job opportunities than investing in roads**
- **Create 76,600 jobs if one major city in each member State increased the cycling modal share to the same level as that in Copenhagen**
- **Significantly reduce premature deaths (up to 10,000 less per year).**

FIGURE I. NINE EXAMPLES OF WHAT ARE THE JOBS IN GREEN AND HEALTHY TRANSPORT**SUPPORTING ACTIVE TRAVEL**

Bicycle retail and maintenance; (high-quality) bicycle production; construction and maintenance of high-quality infrastructure and environments for walking and cycling; and provision of clothing, accessories and facilities for walkers and cyclists

ENCOURAGING BEHAVIOURAL CHANGE

Installation of lighting, neighbourhood patrols and street maintenance; mobility advisers and behavioural change practitioners; bicycle training; public transport route planning; and training in more energy-efficient driving techniques and in environmental skills

REDUCING CAR USE

Implementation of “pedestrianization”; parking policies and their enforcement; operation of road-pricing and congestion-charging schemes; and mobility management

IMPROVING PUBLIC TRANSPORT AND INCREASING ITS ATTRACTIVENESS

Construction and maintenance of public transport vehicles and infrastructure; operation of public transport systems, bicycle-hire schemes, pedicabs and car-sharing schemes; development and maintenance of integrated travel networks; and development of “bike and ride” systems

MOBILITY MANAGEMENT

Establishment of mobility centres; promotion of customer-friendly intermodal mobility systems; promotion of innovations in mobility services and transport technology; innovations in the transport chain; and awareness-raising, training and education

REDUCING TRAVEL DEMAND

Information and communication technology industries and local and decentralized businesses

TECHNOLOGICAL MEASURES TO REDUCE EMISSIONS PER TRANSPORT MODE

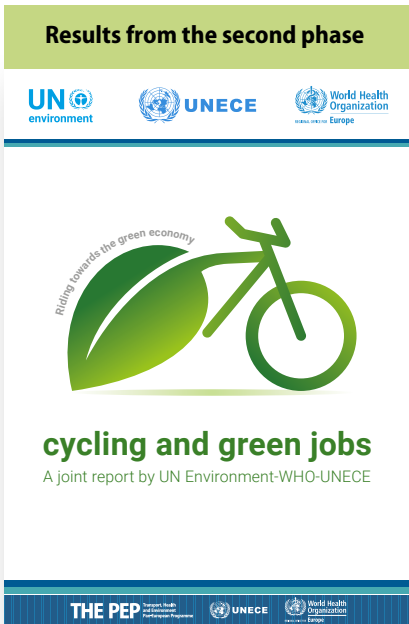
Design, development and production of technology for electric and other lower carbon-emitting, energy-efficient vehicles, including cars and buses; servicing and maintenance of such vehicles; production of associated renewable energy; and jobs associated with “smart” infrastructure

FREIGHT

Production, maintenance and operation of cargo bikes and electrically assisted bicycles; and logistics and planning to take into account environmental considerations

TOURISM

Provision and maintenance of bicycle hire schemes; route planning for walking, cycling and public transport; local retailers and providers of accommodation; community regeneration and heritage development and maintenance schemes; and development of locally-produced food



Based on one of the findings of the first study, the Partnership wished to explore in greater detail the potential for job creation by increased cycling.

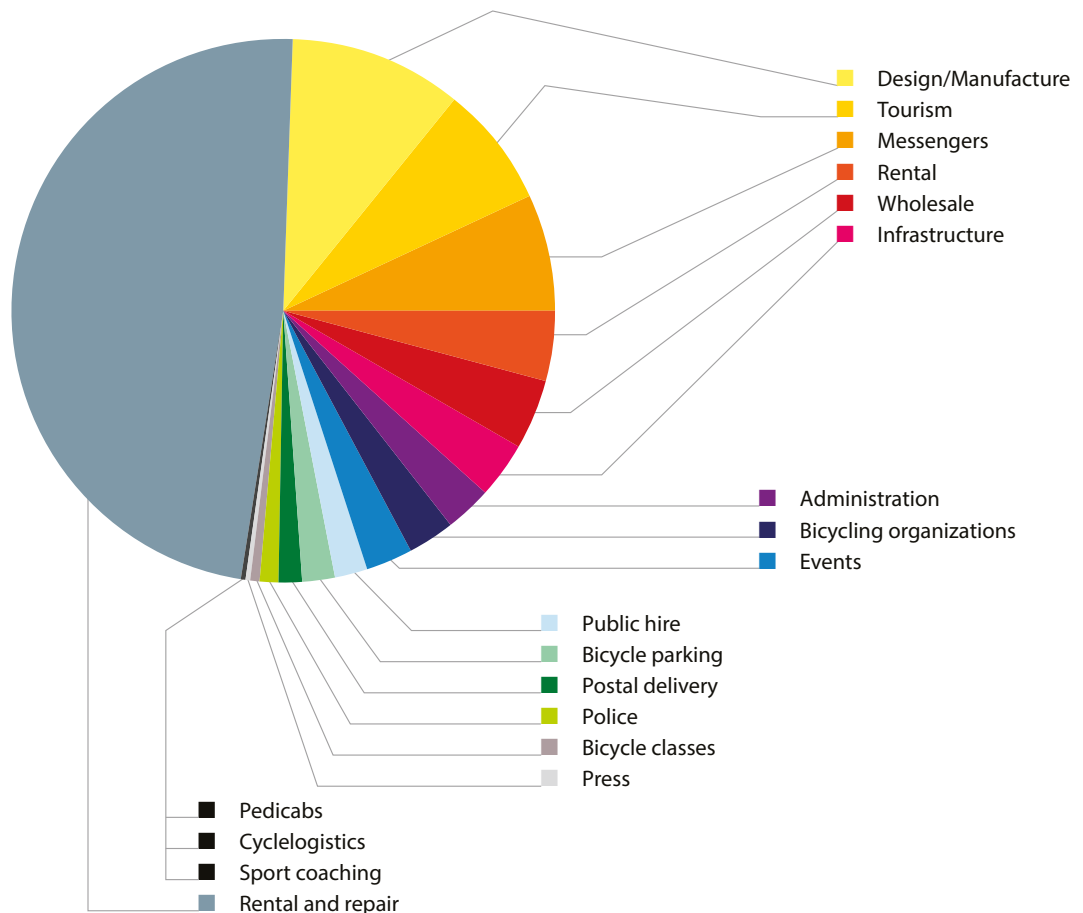
It decided to start a second phase and to:

- Improve the understanding of the data on jobs associated with cycling
- Directly collect data from city authorities on the actual number of jobs associated with cycling in cities (more than 50 cities contacted directly).

The main findings of the second phase of the study can be summarized as follows:

- Up to 435,000 additional jobs might be created if 56 major cities had the same modal share of cycling as Copenhagen
- Cycling-related jobs vary, and more cycling creates new types of jobs (see figure II)
- Investing in cycling increases the number of cycling-related jobs
- Cycling-related jobs are not only in cities. Tourism jobs are also very important
- The number of indirect and induced jobs related to cycling can be significant
- Public authorities play a major role in creating green jobs related to cycling.

FIGURE II. CYCLING JOBS IDENTIFIED BY CATEGORY IN THE SECOND STUDY



WAY FORWARD

Members of the Partnership agreed to start a third phase of study on potential job creation in green and healthy transport. In particular, they decided to investigate the economic potential for job creation of specific transport policies and to:

- **Identify scenarios in which member States adopt sustainable transport policies**
- **Assess the potential of creating green jobs through such policies.**

In particular, the specific aim of this third phase is to provide policymakers with information on the potential impacts on jobs of policies that create a shift to environmentally-friendly modes of transport, including public transport, electric vehicles and possibly active mobility.

The Partnership will oversee modelling to strengthen the argument that investments in healthy and sustainable transport are not only desirable and necessary for environmental and health reasons, but also in terms of new job opportunities. The study will be presented at the Fifth High-level Meeting in Vienna.



VII. PARTNERSHIP ON THE INTEGRATION OF TRANSPORT, HEALTH AND ENVIRONMENTAL OBJECTIVES INTO URBAN AND SPATIAL PLANNING



INTRODUCTION

The majority of the population in the WHO/Europe and ECE region lives in urban areas. Urbanization is expected to continue in the decades to come.

People living in urban areas are exposed to heavy congestion, vehicle emissions of noise and air pollutants, the risk of road traffic injuries and reduced opportunities to be physically active. This exposure has adverse impacts on the quality of urban life, health, the environment, efficiency and ultimately economy. In addition, social exclusion can be increased by unequal access to transportation and thus to access services, education, health care, jobs and amenities.

Member States, aware of the above, created a new goal in 2014 – Priority Goal 5 – to reflect the importance of integrating transport policies into urban and spatial planning ones. As a consequence, France and the Russian Federation took the initiative of starting a new Partnership on Priority Goal 5, which was established in 2015.

OBJECTIVE AND SCOPE

The main aim of the Partnership is to:

- **Raise awareness internationally of the importance of combining transport planning with land-use planning**
- **Promote international cooperation to support countries in developing more sustainable transport and health-oriented urban mobility policies.**

The Partnership identified several ways to achieve its goals namely:

- **Setting up scientific cooperation between research institutes and scientific centres on integrating policies on transport and urban planning**
- **Organizing training sessions on sustainable transport planning within the framework of THE PEP Academy**
- **Developing recommendations and guidance and exchanging experiences and best practices for city administrations and urban and transport planners**

- **Organizing international conferences and seminars for representatives of city administrations and transport authorities on issues related to transportation efficiency and safety**
- **Establishing a pool of international experts on transport and land-use planning.**

PARTNERS AND TARGET GROUPS

The Partnership benefitted from the participation of the following member States:

- **Ministry of Transport and the Scientific and Research Institute of Motor Transport of the Russian Federation (co-coordinator)**
- **Ministry for an Ecological and Inclusive Transition, Directorate General for Infrastructure, Transport and the Sea, of France (co-coordinator).**

The target groups are:

- **Policymakers at national level**
- **Policymakers involved in local transport and urban or spatial planning at regional and local level**
- **Urban and transport planners**
- **Researchers and members of academia, universities and students**
- **Representatives of NGOs.**

ACHIEVEMENTS

A main achievement of the Partnership is the signing of an agreement between the University of Versailles Saint-Quentin-en-Yvelines (France), the Moscow Automobile and Road Construction Technical University and the Scientific and Research Institute of Motor Transport (the Russian Federation).

The two universities agreed to create a training course on transport and land-use planning and the implementation of Priority Goal 5, “Sustainable Urban Transport”. The Ministry for an Ecological and Inclusive Transition of France is actively involved in the project, and a master’s programme is in the process of being developed.

The Partnership also organized many events in the Russian Federation on sustainable transport and land-use planning. Workshops were held in 2017 and in 2018 under the Partnership on different aspects of sustainable transport systems in Russian cities. Others are planned for 2019.

The Russian Federation also launched a project on “Development of proposals for changes in national legislation on urban planning and land use aimed at the reduction of greenhouse gases emissions from motor transport”.

WAY FORWARD

In 2018 the Partnership proposed to the Steering Committee the development of a publication, or manual, on good practices on sustainable transport and urban planning. The Russian Federation took the lead on this work.

Member States and local authorities have been invited to contribute to the publication by providing good practices. The publication is expected to be ready for the Fifth High-level Meeting and to contribute to the implementation of Priority Goal 5.

The publication would then be used by THE PEP Academy for future training sessions on THE PEP.

VIII. TRANSDANUBE PARTNERSHIP

INTRODUCTION

The TRANSDANUBE Partnership was established in 2013 after Austria launched a project, “Sustainable Transport and Tourism along the Danube”, funded by the European Union. This first project ran from 2012 to 2014 and focused on sustainable tourism along the Danube River. The river passes through 10 countries on its way to the Black Sea. It is an important link between the countries of South-eastern Europe.

Considering the success of the TRANSDANUBE Partnership, the European Union supported a second project – the Transdanube.Pearls – that was officially launched in February 2017 in connection with a meeting under THE PEP; it is to end in June 2019.

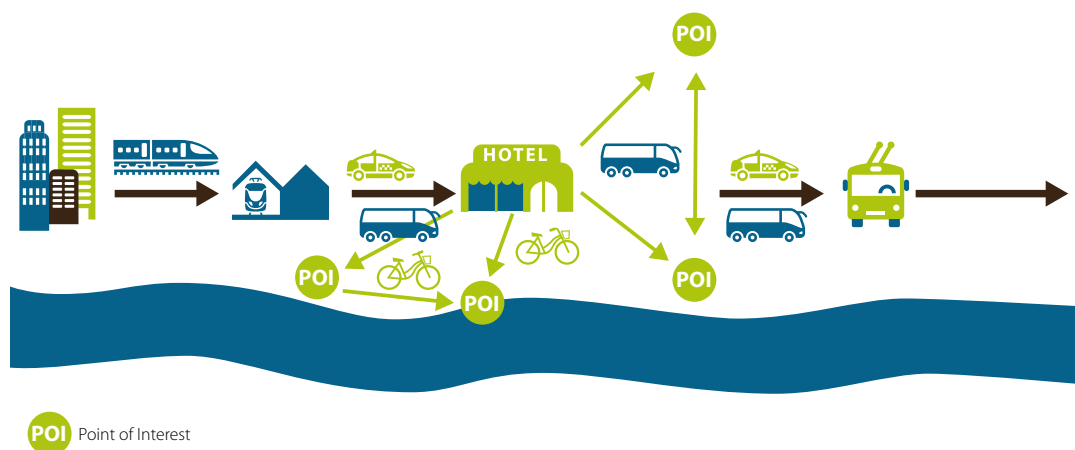
FIGURE III. SCHEMATIC OF THE TRANSDANUBE.PEARLS PROJECT



The main objective of Transdanube.Pearls is to contribute to the Danube region by developing climate-friendly, low-carbon, low-emission, multimodal and efficient transport systems and to create a network of destinations (the “Pearls”) committed to sustainable mobility for tourists and inhabitants along the Danube River.

The idea behind the TRANSDANUBE Partnership is that the weak accessibility of the Danube region, and the poor quality of the transport services, are hindering economic development and growth. By developing sustainable mobility offers, the Partnership aims to improve accessibility in the whole Danube region and to disseminate the concept of sustainable tourism.

FIGURE IV. HOW TO TRAVEL SUSTAINABLY ALONG THE PEARLS



OBJECTIVE AND SCOPE

The main objective of the Partnership is to contribute to the sustainable development of the Danube region. At the centre of its vision is a transport system that is socially fair, economically viable and promoting healthy mobility and tourism for visitors and inhabitants of the region.

One of the additional effects of the Partnership is meant to be improved connectivity between the countries involved and the spread of the concept of sustainable mobility and tourism.

The central element of Transdanube.Pearls is the establishment of a network of destinations committed to sustainable tourism. The string of Pearls along the Danube aims to:

- Offer visitors the possibility to reach the Pearls without a private car by better combining existing mobility services
- Allow visitors to travel between the Pearls with new and improved sustainable means of transport, developed and tested in the project
- Provide visitors with a sustainable option for travel to the next Pearl (or home)
- Provide also user-friendly and easily-accessible information on existing sustainable mobility services and tourism offers
- Empower local and regional stakeholders to bring forward the concept of sustainable mobility in tourism beyond the project lifetime.

The Partnership also aims to create a common vision and action plans for sustainable mobility in tourism. In addition, it aims to develop pilot and demonstration projects on environmentally-sound mobility offers and tourism packages.

The main project outputs will be:

- A common standard for the network of Transdanube.Pearls
- A network implementation strategy
- Implementation guidelines
- Sustainable regional tourism mobility plans
- New or improved mobility services.

PARTNERS AND TARGET GROUPS

The TRANSDANUBE Partnership involves ministries in the region and links the national authorities with regional and local actors to coordinate and facilitate achieving its objectives. Being part of the “Pearls” network increases the visibility of the participating destinations, offering their visitors the possibility to travel along the Danube in a sustainable way.

Target groups are:

- **Regional authorities and development agencies**
- **Transport operators**
- **Tourism organizations and destination managers**
- **Inhabitants and tourists.**

The Partnership coordinator is the Austrian Ministry of Sustainability and Tourism, while the stakeholders and Pearls are:

- **Environment Agency Austria**
- **Danube Office Ulm/Neu-Ulm, Germany**
- **WGD Danube Upper Austria Tourism Ltd., Austria⁵**
- **Regionalmanagement Burgenland Ltd., Austria**
- **Bratislava Self-Governing Region, Slovakia**
- **West Pannon Regional and Economic Development Public Nonprofit Ltd., Hungary**
- **City of Vukovar, Croatia**
- **Development Agency Sinergija, Slovenia**
- **Regional Administration of Vidin Region, Bulgaria**
- **Club “Sustainable Development of Civil Society”, Bulgaria**
- **National Institute for Research and Development in Tourism, Romania**
- **South-East Regional Development Agency, Romania**
- **Government of Baranya County, Hungary**
- **Danube Competence Centre, Serbia**
- **Regional Development Agency Eastern Serbia, Serbia.**

ACHIEVEMENTS

The first project under the TRANSDANUBE Partnership resulted in the following achievements:

- **A report on the status of sustainable mobility in the Danube region, including a collection of good practices**
- **Regional action plans**
- **Creation of soft mobility tourism packages**
- **Creation of a digital map, presenting information about existing mobility and tourism offers.**

The Transdanube.Pearls project has resulted to date in:

- **The organization of a 21-day trip along the Danube visiting 13 potential Danube Pearls**
- **Experts on sustainable mobility and tourism travelling along the Danube using only sustainable means of transport and accompanied by video journalists**
- **The experts, on their way down the river, visiting at least all partner regions and destinations that declared an interest to become a future Pearl**
- **Feedback from the experts that was used to finalize common standards.**

⁵ Mention in this publication of a commercial company or product does not imply endorsement by the United Nations.

WAY FORWARD

By the end of the project, the Partnership plans to

- **Prepare guidelines that would include how to:**
 - Implement regional sustainable tourism mobility plans
 - Combine cycling and public transport
 - Develop and implement bicycle rental schemes
 - Develop and implement flexible public transport services for the last mile
 - Develop funding
 - Develop mobility information centres
 - Develop transnational tourism mobility offers.
- Establish a network of destinations visibly committed to sustainable mobility in tourism: the Transdanube.Pearls. The network will also stimulate cooperation among stakeholders from the mobility and tourism sectors
- Improve access to user-friendly information about existing mobility services. While regional mobility centres will act as one-stop-shops for mobility in the regions, international tourism and mobility information platforms will allow tourists to know how to travel through the regions along the Danube without using a private car.

EXAMPLES OF ACTIVITIES UNDER THE PARTNERSHIP

- **Collection of good practices of mobility management linked to sustainable accessibility and interconnectivity between cities and regions**
- **Development and implementation of environmentally-sound mobility offers and packages, such as: trains and buses; dial-a-ride buses and taxis; environmentally-friendly alternative vehicles; and ships and boats. The offers and packages should also focus on health promotion through cycling and hiking**
- **Strengthening of cooperation between stakeholders by creating a network of regions committed to sustainable mobility for tourists and inhabitants.**

FIGURE V. SOCIAL MEDIA POSTING ON TRANSDANUBE.PEARLS

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IX. SUMMARY

Established in 2009 as one of THE PEP implementation mechanisms, the Partnerships have proved to be a real asset for THE PEP.

THE PEP Steering Committee approved six Partnerships to date. Their scope is diverse. They can:

- **Cover a technical area, such as eco-driving**
- **Have a defined geographical scope, such as the Danube region**
- **Be research-oriented, such as the Partnership on Green Jobs in Green and Healthy Transport**
- **Support the development of Policies, as is being done by the Partnership on Cycling Promotion**
- **Focus on tools to support policies and decisions. The HEAT Partnership is an example.**

Over the years, the Partnerships have seen more than 30 member States taking the lead or participating in their activities. Several international organizations (ILO, UNEP, OECD and others), alongside the secretariat (ECE and WHO/Europe) and together with NGOs (e.g., European Cyclists' Federation and Polis), are members of the Partnerships and contribute to the development and implementation of their activities.

The flexibility of the Partnership mechanism facilitates the engagement of partners, who have a strong interest and motivation to take practical action to implement specific aspects of THE PEP.

The Partnerships have facilitated dialogue between policymakers, particularly at the level of member States and technical experts. Their pragmatic approach to developing user-friendly and evidence-based tools for integrating environmental and health considerations into transport policies is filling an important gap.

The focus on public transport, cycling and walking, which have often been marginalized in discussions about transport, has allowed THE PEP to explore innovative areas and be a policy pioneer in many respects. As a result, the Partnerships have revealed the potential of healthy and sustainable transport policies to contribute to economic, health, environmental and social objectives.

The Partnerships have been a way for member States and international organizations to address more technical and more detailed issues under THE PEP. They:

- **Investigated areas and processes that bring information to policymakers and support their decisions**
- **Developed useful tools for policymakers (for instance, the Partnership on HEAT)**
- **Explored new frontiers that show how living and moving in a sustainable way does not necessarily mean a reduction in travel or tourism (for example, the TRANSDANUBE Partnership)**
- **Monitored how shifting to sustainable mobility could affect (it turned out positively) the economy (for instance, the Partnership on Jobs in Green and Healthy Transport)**
- **Showed the positive effects of behavioural change. For instance, by changing the way we drive thanks to the Partnership on Eco-Driving, not only do we reduce air pollution, but we also save money, while consuming less fuel. Furthermore, if we “eco-drive” an electric car, we consume less electricity**
- **Provided information and good practices that can help member States to advance their policies towards the integration of health and environmental issues into transport policies.**

The membership of THE PEP Partnerships is open-ended. The aim is to involve as many member States and stakeholders as possible. In addition, the Partnerships have allowed THE PEP constituency to achieve important results such as:

- **Motivating member States to take the lead on specific topics and establish Partnerships**
- **Motivating member States to join existing Partnership and contribute with their experiences and know-how**
- **Creating platforms on which member States and stakeholders come together and discuss specific issues related to their topics. Exchanges ranged from specific issues – for example, how a specific type of electric bicycle is regulated at national level – to more general issues, such as the impact of different policies at national level.**

Representatives from the Partnerships report every year to THE PEP Steering Committee. This is their way to ensure that their main findings and messages are shared with the other member States that are not participating in their work.

THE PEP Partnerships have flexible structures. They can choose the best way of organizing their work, as long as they respect the terms of reference that the Steering Committee has adopted (in annex). The structure varies according to the topic, needs and coordinators. This flexibility fosters creativity and foresight.

The Partnerships do not receive financing from the trust funds established for THE PEP. They are funded by the partners, either directly or through international collaborative projects. As such, they stimulate ownership by the coordinators and members.

The next step for the Partnerships could be their enhanced visibility. They should also aim to continue producing relevant and practical outputs.

Member States might decide to establish new Partnerships to address new and emerging priorities, or to discontinue Partnerships that have achieved their objectives.

The main achievements of the Partnerships will be highlighted at the Fifth High-level Meeting on Transport, Health and Environment (Vienna, 22–24 October 2019).





ANNEX

REVISED TERMS OF REFERENCE FOR THE PEP PARTNERSHIPS

I. TERMS OF REFERENCE

1. At the Third High-level Meeting on Transport, Health and Environment (Amsterdam, 22–23 January 2009) consensus was reached to develop the Transport, Health and Environment Pan-European Programme (THE PEP) Partnership as one of the mechanisms for achieving the four Priority Goals of THE PEP in the period 2009–2014 (see ECE/AC.21/2009/2–EUR/09/5086385/2, annex I).⁶ At the Fourth High-level Meeting on Transport, Health and Environment (Paris, 14–16 April 2014) THE PEP member States reconfirmed their commitment to implementing the four THE PEP Priority Goals and adopted a fifth Priority Goal in the Paris Declaration (ECE/AC.21/2014/2– EUDCE1408105/1.6/4HLM/2, annex).⁷

2. THE PEP Partnership was established to serve three main objectives:

- (a) To provide THE PEP with an effective mechanism to support the implementation of its workplan in aspects related to the development of tools and methods, as well as to provide technical capacity to support member States in the implementation of THE PEP at the national level;
- (b) To strengthen ownership among potential partners (including member States, international financial institutions, non-governmental and intergovernmental organizations and relevant academic and technical institutions) which would be closely involved in the work to be carried out under the umbrella of the Partnership;
- (c) To provide a more solid and sustainable basis for human and financial resources to be made available for the implementation of THE PEP workplan at the national and international levels, thereby overcoming one of the key weaknesses of THE PEP.⁸

3. The main activities of the Partnerships include:

- (a) Developing guidance, methods, tools and training packages for integrated approaches to policymaking in transport, health and environment;
- (b) Providing technical assistance at the national and subnational levels for the development, implementation and evaluation of integrated policy approaches and the implementation of guidance, methods and tools, such as guidance on national transport, health and environment action plans, in particular in countries of Eastern and South-Eastern Europe, the Caucasus and Central Asia;
- (c) Fostering capacity-building, training and the exchange of know-how and expertise, with a focus on the needs of United Nations Economic Commission for Europe (ECE) countries with economies in transition;
- (d) Developing supportive material and promoting research and the dissemination of results in areas addressed by THE PEP relay race;
- (e) Fostering international advocacy and cooperation;
- (f) Encouraging information sharing and increasing the visibility of THE PEP;
- (g) Contributing to other areas of work in line with the Paris Declaration.

4. Each Partnership coordinates its activities in close contact with other relevant international governmental and non-governmental organizations represented on the Steering Committee, and cooperates with international financial and donor organizations that provide funds for programmes and projects related to the relevant topics for the implementation of THE PEP activities and the declarations emanating from the high-level meetings of THE PEP.

5. Partnerships encourage cooperation between the public and private sectors and their involvement in implementation of activities in line with its programme of work. They also encourage cooperation with educational institutions for enhancing capacity-building activities in areas relevant to the achievement of sustainable and healthy transport.

6 See the report of the Third High-level Meeting or the Amsterdam Declaration (publication), both available from <https://thepep.unece.org/node/95>.

7 Available from www.unece.org/index.php?id=31244#/.

8 See also *The Pan-European Programme on Transport, Health and Environment: Assessment and Progress Made* (ECE/AC.21/2), available from www.unece.org/index.php?id=2527.

II. OPERATIONAL SET-UP

A. THE PEP Partners

6. THE PEP Partnerships operate flexibly under the auspices and guidance of THE PEP Steering Committee and in coordination and collaboration with THE PEP secretariat. Membership in a Partnership is established on a voluntary basis and is open to member States, key non-governmental organizations that are members of the Steering Committee, relevant intergovernmental organizations and possibly international financial institutions (“THE PEP Partners”), committed to engaging in the Partnership.
7. THE PEP Partners support the Partnership and are involved in the development and implementation of specific activities or projects, in line with the work programme of THE PEP. Partners also support dissemination activities and resource mobilization efforts.
8. Activities of the Partnerships are coordinated by the secretariat, within the framework of an agreed workplan, and the availability of the necessary resources, unless otherwise specified by the Partnership Description (see below). This allows resources to be concentrated on the development of highly visible products to establish the Partnership as an effective mechanism (a “trademark” for action in the area of transport, environment and health), with the intention of attracting other partners.
9. THE PEP Partners are invited to actively contribute to the coordination and management of the Partnership and its substantive work, either financially, by providing dedicated funds made available to THE PEP secretariat, and/or in kind, through secondments of staff to THE PEP secretariat. In any case, the effective operation of the Partnership will depend on the functioning of a core staff on a sustainable basis, with sufficient time and resources dedicated to the management of the Partnership, as requested by the Partners from the secretariat, and the development and implementation of the activities and projects of the Partnership.
10. Each Partnership is required to formally report in writing to the Steering Committee on an annual basis on its completed, ongoing and planned activities, as well as any new Partners or changes to the Partnership Description. Interim status updates should be made available to the Bureau at its mid-session meetings.

B. THE PEP Partnership Resource Network

11. THE PEP Partnership Resource Network will be established by the Partners to pool technical expertise from academic and public institutions, centres of excellence and World Health Organization (WHO) Collaborating Centres from areas relevant to THE PEP implementation. The Resource Network will provide technical expertise and could be invited to contribute to the development of training and capacity-building material, as well as to assist in dissemination and implementation of this material and to provide in-country expertise when needed. The Resource Network will ensure the cost-effectiveness of the Partnership, by engaging the best available expertise according to the needs of the project, and will be linked up through THE PEP Toolbox and Clearing House.

C. Procedure for establishing, amending, joining and for closing a THE PEP Partnership

12. THE PEP Partnerships have a clearly defined scope, fill identified gaps in knowledge and practice, are action oriented and targeted at providing member States with high quality products, in the pursuit of THE PEP Priority Goals. They aim to provide value added through the development of tools, methodological approaches and the sharing of good practices. THE PEP Partnerships are open-ended in terms of membership and can benefit from both financial and in-kind contributions.
13. New THE PEP Partnerships can be established by a decision of the Steering Committee. To facilitate such a decision, the interested Partners, in collaboration with the secretariat, prepare a Partnership Description using a form provided by the secretariat to be submitted to the Steering Committee for approval. The form should contain the following elements:

- (a) The objective;
- (b) The scope and purpose;
- (c) A list of initial Partners (at least two);
- (d) Management arrangements (lead partner(s), coordination mechanism and role of the secretariat);
- (e) Target groups;
- (f) An indication of how the proposed Partnership will fit under the existing workplan of THE PEP and contribute to the achievement of one or more of THE PEP Priority Goals;
- (g) A specific workplan with deliverables for a two to four-year period and potential contributions to the next high-level meeting;
- (h) An indication of how the financial needs of the Partnership will be met;
- (i) A proposal for monitoring implementation and reporting to the Steering Committee.

14. Additionally, initial Partners may confirm their participation by submitting to the secretariat a signed letter of intent expressing their interest in joining the respective Partnership and indicating the type and level of their expected contribution.

15. Partners interested in joining an already existing THE PEP Partnership are equally welcome to do so by submitting to THE PEP secretariat a signed letter of intent expressing interest in joining a specific Partnership and indicating the type and level of their expected contribution.

16. The Steering Committee may entrust the Bureau to preliminarily approve possible changes to the Partnership Description, as captured in the form submitted to the Steering Committee for initial establishment of the Partnership (see para. 13 above), in order to not delay the implementation of the Partnership's workplan. The Steering Committee will review and confirm the proposed changes on the occasion of its first session following the change.

17. An existing THE PEP Partnership may be closed by a decision of the Steering Committee.

D. Financing

18. A Partnership should mainly be supported through voluntary contributions by its Partners. Such resources may be made available financially or in kind. THE PEP Partners may provide ad hoc project-specific resources to be used for concrete time-limited projects. THE PEP Partners are also invited to provide regular funding for secretariat functions to ensure adequate servicing of the Partnership. The secretariat, together with the Resource Network, will carry out the core functions, including coordination and implementation of core activities, development of project proposals and resource mobilization for ad hoc activities in line with the mandate and terms of reference of the Partnership. The Resource Network creates no additional financial implications for the United Nations.

E. Use of THE PEP logo in activities developed under the Partnership

19. Since THE PEP logo is an authoritative "seal of quality" for the activities and products developed by THE PEP Partnership, and implies an endorsement and responsibility by ECE and WHO/Europe, its use (also for communication purposes) is subject to written approval by the secretariat.

F. Engagement of non-State actors in THE PEP Partnerships

20. While the engagement of non-State actors (e.g., academic institutions, non-governmental organizations, private sector entities and philanthropic foundations) in the implementation of THE PEP Partnerships is welcomed and encouraged, all precautions need to be taken to avoid any real or perceived conflict of interest in the design, objectives and outcomes of a Partnership, as well as in its management and governance. This includes aspects such as financing and co-sponsorship of events and publications. For this reason, the involvement of non-State actors should be carefully assessed on a case-by-case basis, and clearance must be sought from the relevant departments within ECE and WHO.

THE PEP Partnerships

Member States in the UNECE/WHO European Region established the Transport, Health and Environment Pan European Programme (THE PEP) in 2002. By providing an intersectoral and intergovernmental policy framework, THE PEP promotes mobility and transport strategies that integrate environmental and health concerns.

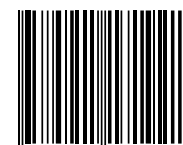
Over the years, THE PEP has led to the development of implementation mechanisms to support the work of member States. One of those mechanisms is a set of THE PEP Partnerships. THE PEP Partnerships provide a means by which member States and other stakeholders can work together in greater depth on specific issues and develop tools, methods and other resources to support policy implementation.

This publication takes stock of the work done by the Partnerships and the results achieved. It provides a clear basis for discussion on their future during the Fifth High-level Meeting on Transport, Health and Environment, being held in Vienna from 22–24 October 2019.

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