

Transport Systems that Protect Health and Climate: Aligning Efforts towards COP27 and Beyond

Online Workshop | 24 March 2022





Welcome and workshop overview



Alison Doig
Consultant
Health and Climate Network



Maruxa Cardama
Secretary General
SLOCAT Partnership

Agenda (All times in GMT)

14:00 - 14:25 (Segment 1)

Setting the Stage

14:25 - 15:00 (Segment 2)

Increasing ambition in updated NDCs and Long-term Strategies

15:00 - 15:40 (Segment 3)

Enabling action on HCT at national and subnational levels

15:40 - 15:50

Break

15:50 - 16:30 (Segment 4)

Defining transport-health-climate engagement strategies in 2022-2023

Please refer to meeting instructions in the Zoom chatbox

Segment 1: Setting the stage

Which actions can deliver transport systems that protect health and climate?

How can HCN support transport- and health-focused commitments from COP26 and drive new commitments at COP27?

Our joint HCN Policy positions



Diet and Food Systems for Health, Climate and Planet

The climate crisis is an acute and protracted health emergency with far-reaching effects on both human health and the environments that sustain our health. Quite simply, the climate crisis and significant health risks are intertwined, having many of the same drivers and solutions.

The pursuit of more carbon and resilient food systems can deliver healthy diets that significantly reduce or prevent chronic non-communicable diseases, bolster governments' ability to tackle multiple climate, social, economic, and health challenges by encouraging a major shift towards healthy and sustainable diets.

This paper joins forward climate and health solutions that focus on changing food systems, governmental institutions, and financial incentives to deliver a 'win-win' solution that supports both human health and reduces damaging environmental impacts. Efforts to keep global heating below 1.5°C must go together with securing fundamental health benefits.

Recommendations

1. Promote access to sustainable, affordable and healthy diets globally for all.
2. Remove both financial and non-financial barriers that impede and promote high-carbon, unhealthy food systems and agricultural practices.
3. Healthy food systems emerge from sustainable healthy soil food processing practices that change the environment and the human body.
4. Prioritize ecologically sustainable food systems to strengthen resilience, increase food and nutrition security, and lower emissions.
5. Research that the transition to a more sustainable and ecologically friendly food system is worth it in all circumstances.

2024-001

HCN Briefing 1



Energy Systems That Protect Climate and Health

The climate crisis is an acute and protracted health emergency with far-reaching effects on both human health and the environments that sustain our health. The climate crisis and significant health risks are intertwined, having many of the same drivers and solutions.

Burning fossil fuels in the production of energy is the leading cause of climate change and one of the world's greatest health risks. Prioritizing carbon-free energy to ease who needs it will dramatically improve human health, climate and the economy.

This paper joins forward policies that can help tackle the climate crisis while also improving human health, allowing national governments to address two important challenges at the same time. Efforts to limit global heating to 1.5°C must go hand-in-hand with achieving fundamental health benefits.

Recommendations

1. Improve human health and reduce greenhouse gas emissions by phasing out fossil fuels and all non-renewable energy for all.
2. End fossil fuel subsidies and ensure the price of fossil fuels reflects their cost to all and environmental impacts.
3. Eliminate directly harmful air pollution by supporting clean cooking.
4. Encourage equitable and just energy transitions.

2024-002

HCN Brief



Transport Systems That Protect Climate and Health

The climate crisis is an acute and protracted health emergency with far-reaching effects on both human health and the environments that sustain our health. The climate crisis and significant health risks are intertwined, having many of the same drivers and solutions.

Transport plays a critical role in trade, mobility, and access to goods, services, and employment, but accounts for 24% of direct CO₂ emissions from fossil fuel use. Modern transport systems also contribute to ill health, including through air pollution, traffic injuries and deaths, physical activity, and health risks associated with prolonged inactivity. Reducing mobility with a focus on health and equity will dramatically reduce these risks while increasing access to convenient, affordable transport and protecting the climate.

This paper outlines a set of recommendations for national and local authorities to support the transition to health-promoting, low-carbon transport, such a transition would reduce emissions while saving money and time.

Recommendations

1. Prioritize public active and public transport in planning and infrastructure decisions to reduce emissions and improve health.
2. Invest in efficient and accessible systems and technologies using the principles:
 - Build the healthiest first.
 - Make more sustainable modes of transport.
 - Increase the energy efficiency of systems.
3. Encourage healthy behaviors through incentives and health care systems.

2024-003

HCN Briefing 3



Sustainable and Climate Resilient Health Systems

The climate crisis is an acute health emergency with far-reaching effects on both human health and the environments that sustain it. The climate crisis and the health of citizens are intertwined and face many of the same solutions, especially when it comes to strengthening health systems.

Governments have a primary responsibility for the health and well-being of their citizens. However, basic health care provision is often inadequate to meet local and middle-income countries (LMIC) and among marginalized populations in many wealthy countries. Climate change and extreme weather patterns are causing wilder storms, as already limited services are often disrupted by climate disasters, such as heatwaves, floods, and droughts. These "weathering" drive a change of health systems across the world - including contributions to all-cause, infectious, non-communicable diseases, obstetric, heat stress, direct trauma, and mental illness - and therefore puts more strain on already stretched health care systems.

Current systems of health care provision also contribute to climate change, accounting for 4.4% of global greenhouse gas emissions (7.9% of emissions in the USA). If global health care were accurate, it would be the 8th largest climate polluter in the planet. Sustainable, climate resilient health systems are needed to deliver care where and when it is needed most in a way that limits the health impacts of a changing climate without adding further damage.

What are sustainable, climate resilient health systems? The World Health Organization (WHO) defines a climate resilient health system as "one that is capable to anticipate, respond to, cope with, recover from and adapt to climate-related shocks and stress, so as to bring sustained improvements in population health, despite an unstable climate." To make these systems sustainable, the health care sector, including its supply chain, must deliver care without contributing to climate change or environmental degradation. These systems should bring ongoing and sustained health care to target populations and protect the health and well-being of future generations.

2024-004

HCN Briefing 4

Transport Systems That Protect Health and Climate

Recommendations

1. Prioritise safe active and public transport in planning and infrastructure decisions to reduce emissions and increase health benefits.
2. Invest in efficient and zero-carbon systems and technologies using the principles:
 - Avoid the need to travel.
 - Shift to more sustainable modes of transport.
 - Improve the energy efficiency of operations.
3. Ensure that mobility solutions reduce inequities and benefit everyone.

How are health, climate and transport connected?

Check out the infographic!
slocat.net/transport-and-health-nexus

Transport impacts affecting health and climate



Road crashes



Carbon emissions



Air pollution



Insufficient activity



Equitable access

Transport trends improving public health



Increasing walking and cycling investments



Phasing out internal combustion engines



Phasing in electric bicycles and buses



Increasing fuel economy standards



Reducing second-hand vehicle imports

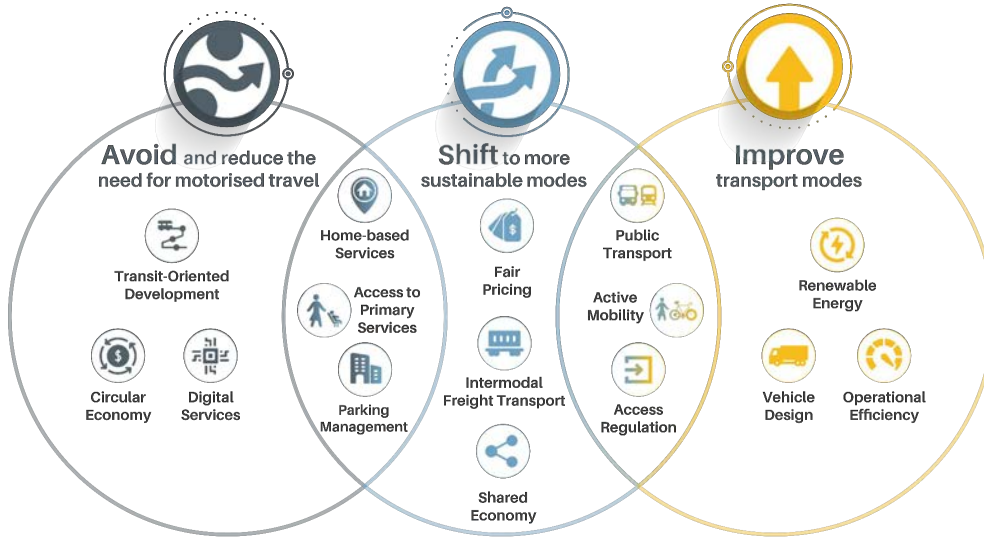
Post-pandemic uncertainties with health implications

Sustainable urban mobility: public transport, walking and cycling streets, ride-hailing

Inter-urban and global transport: road freight, global supply chains, air travel

Recovery responses: recovery package, positive transformation

What are the actions for delivering transport systems that protect health and climate?



**The A-S-I diagramme presents a non-exhaustive list of measures for illustrative purposes only.*

Prioritise active and public transport in planning and infrastructure decisions

Bogotá, Glasgow and **Milan** envision '15-minute city' to access needs with a short walk/bicycle ride.

Regulate for and invest in efficient zero-carbon technologies and systems

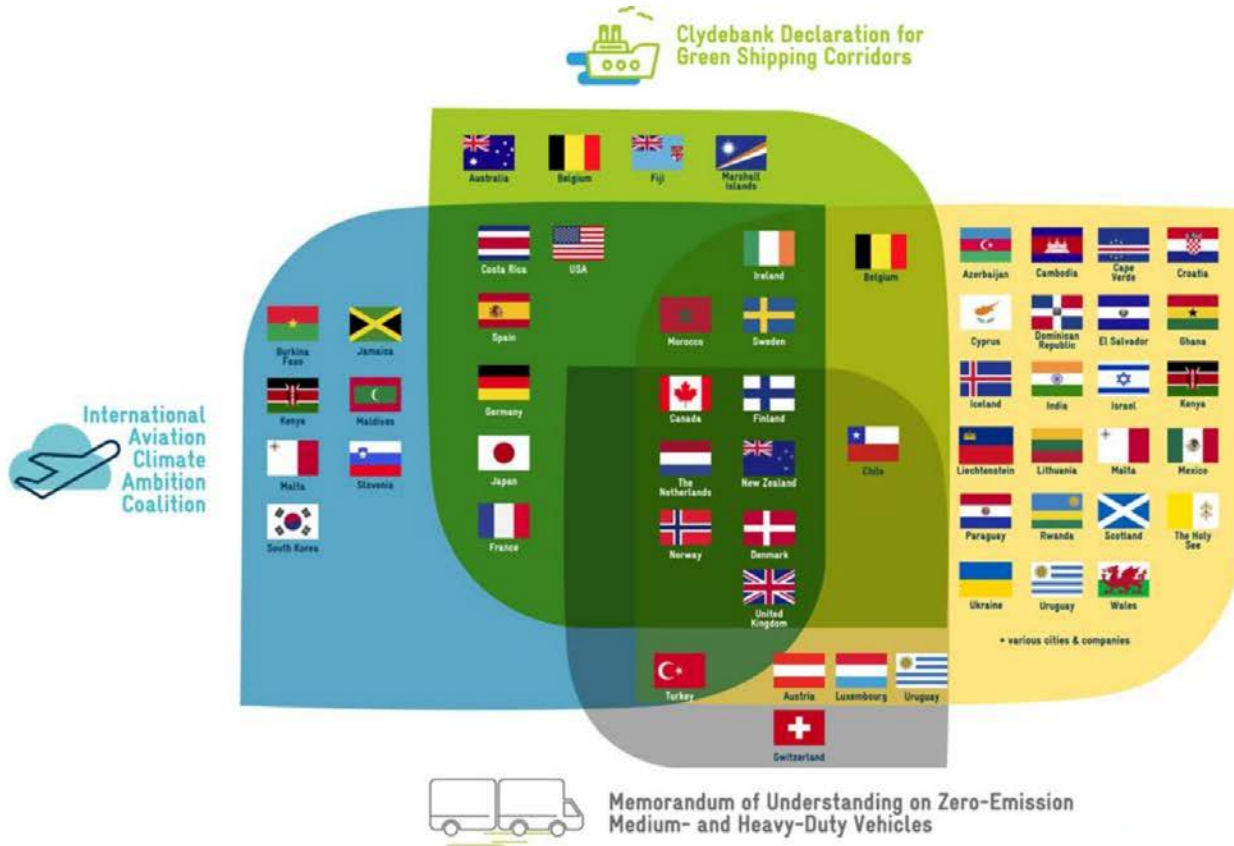
Rwanda projects that investment in low-carbon transport can generate payback within a decade.

Ensure that mobility solutions reduce inequities and benefit everyone

Kisumu, Kenya targets 55% walking cycling trips and 80% motorised trips by public transport in 2030.

Read more: [SLOCAT A-S-I Refocusing Strategy](https://www.slocat.net/asi)
www.slocat.net/asi

What transport commitments were made at COP26?

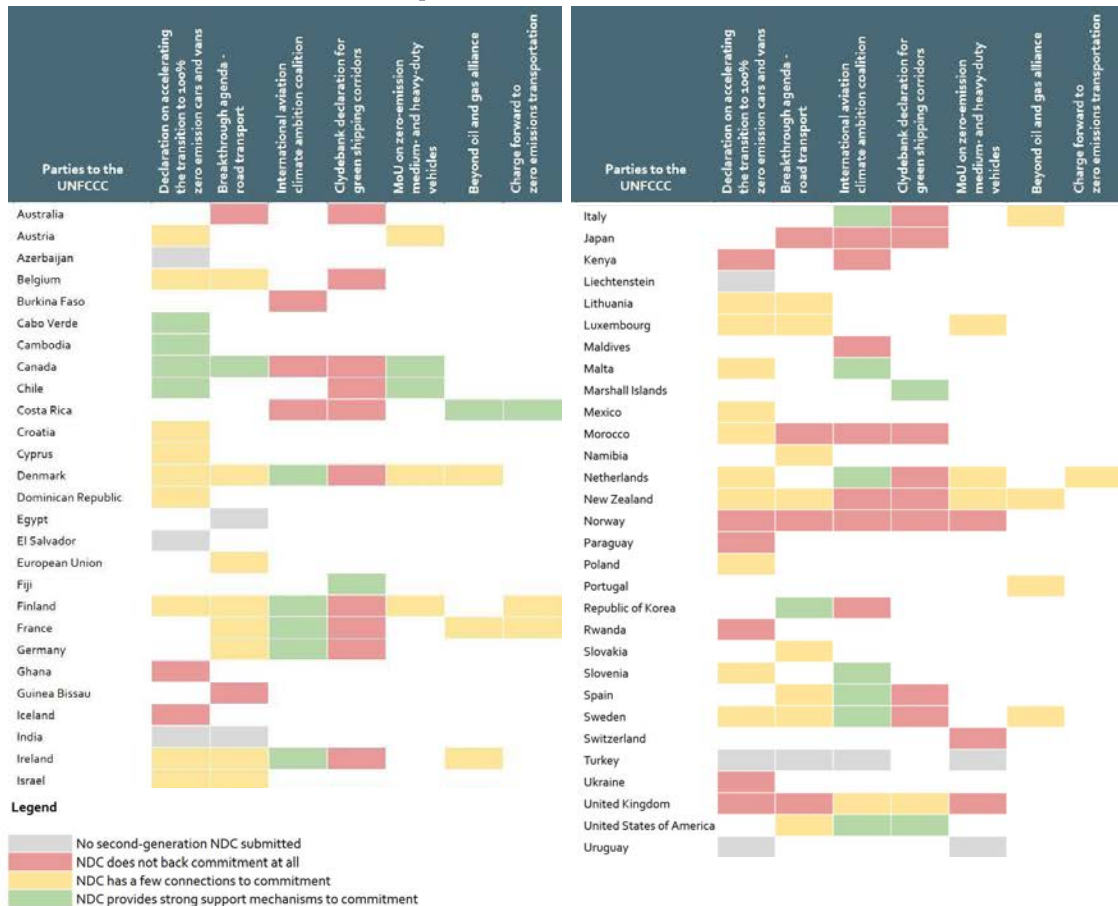


A record number of **transport-related commitments and initiatives** were launched at COP26 UN Climate Change Conference.



GIZ's Advancing Transport Climate Strategies Programme **mapped overlap among commitments**, which focus primarily on electric vehicles, medium- and heavy-duty vehicles, aviation and shipping.

Are Nationally Determined Contributions aligned with the commitments and initiatives on transport announced on the occasion of COP26?

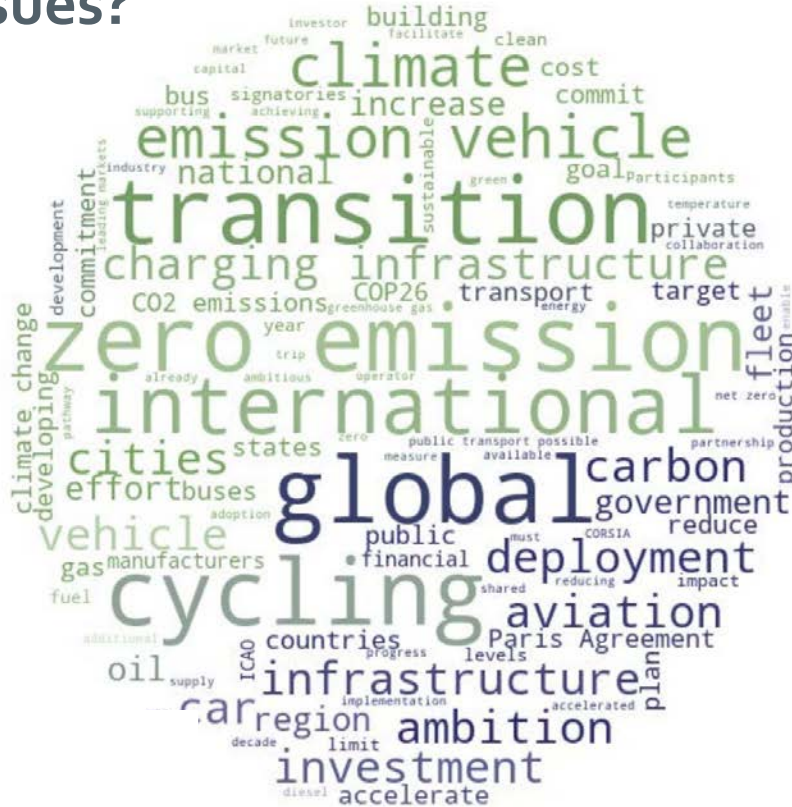


A preliminary analysis shows that overall the NDCs of signatory countries are not aligned with the initiatives they have signed up to.

- This is a preliminary analysis by the SLOCAT Secretariat, cross-referencing transport commitments and initiatives announced at COP26 with the new NDCs submitted by countries which signed up to the initiatives.
- The overall intention of the transport commitment and initiative has been compared to transport actions and targets in the NDC of the signatory country. The focus is only on newly submitted NDCs. Only transport commitments and initiatives with country signatories have been included.

Keen on the transport dimension of NDCs? Check out the [GIZ-SLOCAT Tracker of Climate Strategies for Transport](#) and the [SLOCAT Analysis Report of NDCs and Long-Term Strategies](#).

To what extent do COP26 transport commitments focus on health issues?



New “zero emission road vehicles” received a large focus (including mentions to buses, vans, cars, vehicles and fleets, and vehicle charging infrastructure).

Remarks recognising the need to support holistic transport systems, including **active travel, public transport and shared mobility** were only added to the UK COP26 Presidency-initiated Declaration following strong mobilisation by stakeholders, as well as public statements by some Parties.

Activity #1

Icebreaker:

What makes you optimistic (or pessimistic) about the transport-health-climate nexus?

What are your top 3 priorities for transport at COP27 to drive health and climate action?

Go to www.menti.com
Enter code **1854 5109**

Segment 2:

Increasing ambition in updated NDCs and Long-term Strategies

How can transport-health-climate measures be incorporated in forthcoming Nationally-Determined Contributions and SDGs Voluntary National Reviews?

How can transport-health-climate issues inform the UNFCCC Global Stocktake?

Increasing ambition in updated NDCs and Long-term Strategies



Jess Beagley

Policy Analyst
Global Health and Climate Alliance



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World Health Organization



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Technical Officer
World Health Organization



Arturo Steinvorh Álvarez

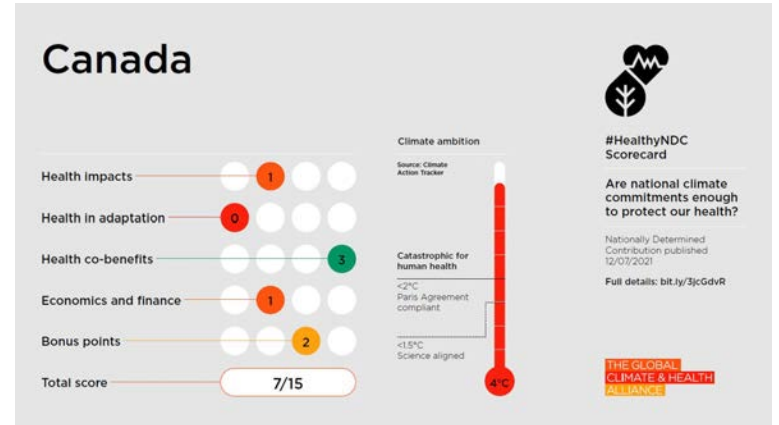
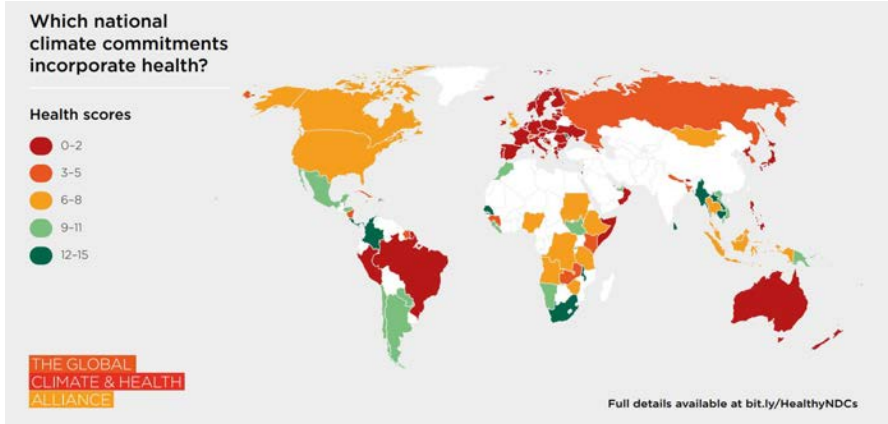
Programme Coordinator and Analyst
SLOCAT Partnership



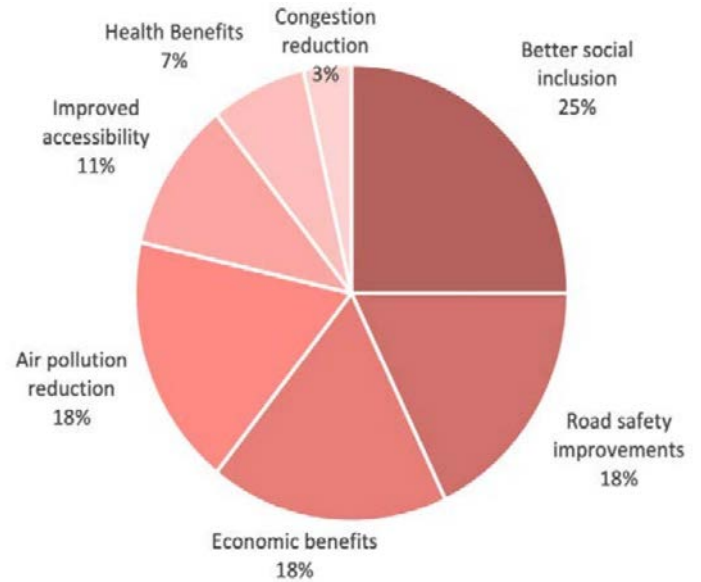
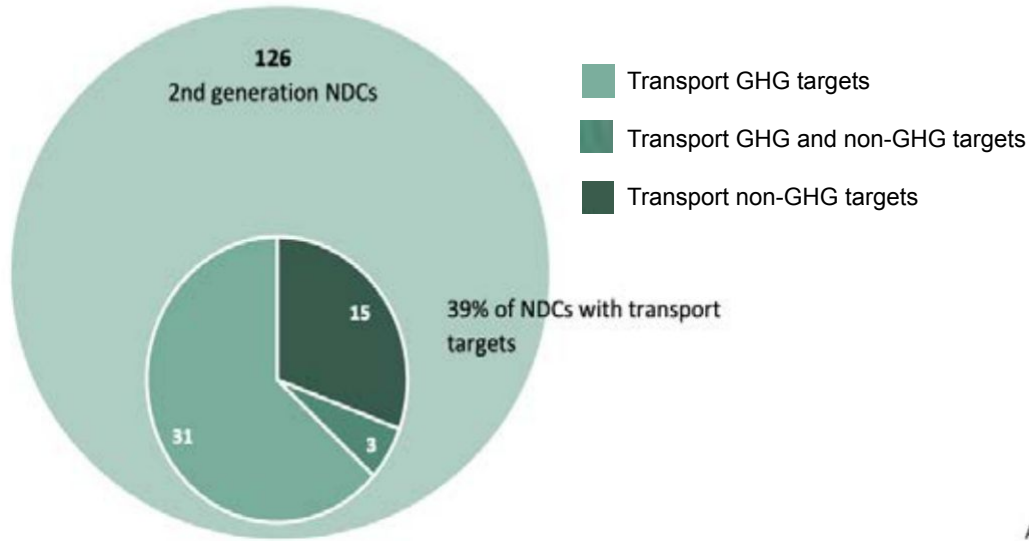
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**Health and Transport in NDCs
& the Global Stocktake**
Jess Beagley Policy Analyst, GCHA
24 March 2022

The GCHA Healthy NDC Scorecard

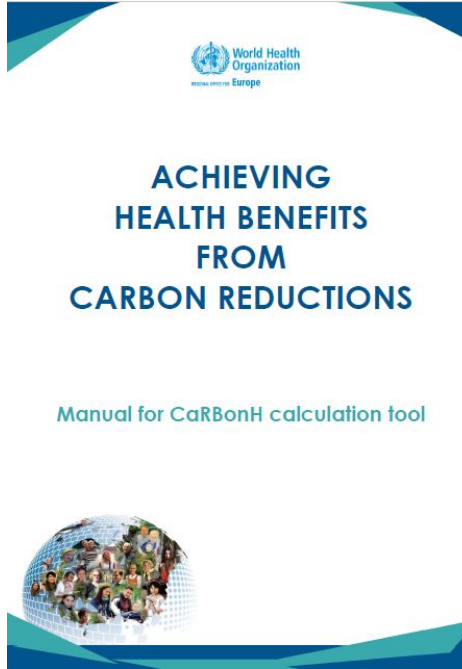


SLOCAT Tracker of Climate Strategies for Transport



Global Stocktake

Opportunities to elevate health co-benefits from transport interventions in the implementation of the Paris Agreement:



Health and Transport in NDCs

Cambodia: Five mitigation actions areas in the transport sector were linked to SDG3; reduced traffic accident and injury and improved air quality both mentioned.

Colombia: Promotion of bicycles is noted to “benefit health, the economy, and the community at large”.

Malawi: Four mitigation actions in the transport sector were linked to SDG3, with “improved health and reduction of harmful local air pollutants, enhancing resilience of population to disease and adverse climate impact” specifically mentioned for each.

Seychelles: “Seychelles plans to develop a comprehensive road transport strategy to reduce vehicular congestion and fuel consumption with co-benefits for climate change mitigation and health. The strategy will include infrastructure development for bicycles and expansion of public walkways...”

UK: “Scotland’s National Transport Strategy sets out the commitment to implement a sustainable travel hierarchy, where people make travel choices that minimise the long term impacts on the climate and improve the lives of future generations by promoting health and wellbeing.”

USA: “There are many opportunities to reduce greenhouse gas emissions from transportation while also saving money for households, improving environmental quality and health in communities...”

A photograph of a farmer wearing a wide-brimmed straw hat and a red jacket, kneeling in a golden rice field. The farmer is using a tool to harvest the rice. The background shows a line of trees under a clear sky.

Thank You

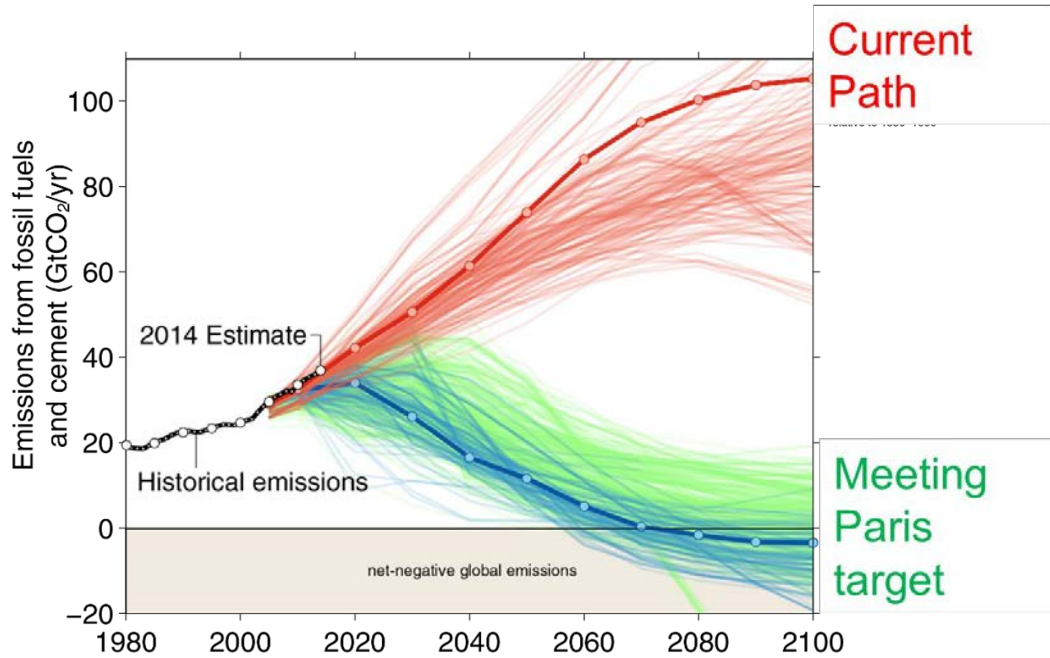
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Connecting Transport, Climate Change and Health



World Health Organization

Drive cuts in carbon emissions and gain massive health “co-benefits”



Help reduce carbon emissions, while promoting health



Achieve health gains of clean air sustainable and healthy diets etc – which more than cover the costs of mitigation

COP26 was first to have a dedicated health programme



COP26 SPECIAL REPORT ON
CLIMATE CHANGE AND HEALTH

THE HEALTH ARGUMENT FOR CLIMATE ACTION



1

Commit to a healthy recovery.

Commit to a healthy, green, and just recovery from COVID-19.

2

Our health is not negotiable.

Place health and social justice at the heart of the UN climate talks.

3

Harness the health benefits of climate action.

Prioritise those climate interventions with the largest health-, social- and economic gains.

4

Build health resilience to climate risks.

Build climate-resilient and environmentally sustainable health systems and facilities, and support health adaptation and resilience across sectors.

5

Create energy systems that protect and improve climate and health.

Guide a just and inclusive transition to renewable energy to save lives from air pollution, particularly from coal combustion. End energy poverty in households and health care facilities.

6

Reimagine urban environments, transport, and mobility.

Promote sustainable, healthy urban design and transport systems, with improved land-use, access to green and blue public space, and priority for walking, cycling and public transport.

7

Protect and restore nature as the foundation of our health.

Protect and restore natural systems, the foundations for healthy lives, sustainable food systems and livelihoods.

8

Promote healthy, sustainable, and resilient food systems.

Promote sustainable and resilient food production and more affordable, nutritious diets that deliver on both climate and health outcomes.

9

Finance a healthier, fairer, and greener future to save lives.

Transition towards a wellbeing economy.

10

Listen to the health community and prescribe urgent climate action.

Mobilise and support the health community on climate action.



COP26 SPECIAL REPORT ON
CLIMATE CHANGE AND HEALTH

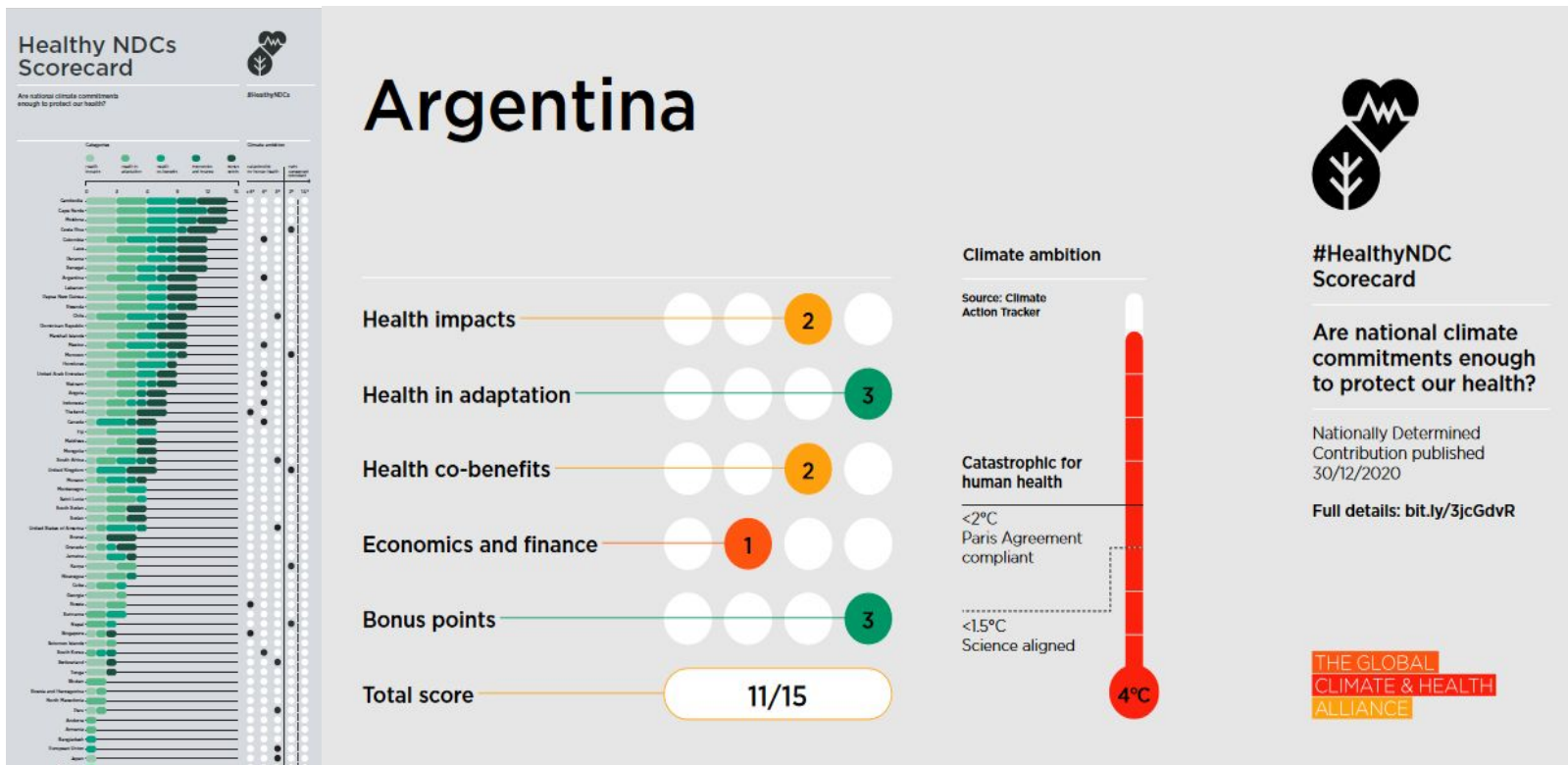
THE HEALTH ARGUMENT FOR CLIMATE ACTION

In memory of Ella Kissi-Debrah – and all other children
who have suffered and died from air pollution
and climate change.



World Health
Organization

3. Promote healthy climate commitments



Prioritize those climate interventions with the largest health gains

6. Reimagine urban environments, transport and mobility



Promote sustainable, healthy urban design, with access to green space, and priority for walking, cycling and public transport

10. Mobilize the health community for urgent climate action



Raise the voice of the most trusted profession in the world

WHY walking and cycling is important?

BENEFITS OF WALKING AND CYCLING



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Health Economic Assessment Tool (HEAT) for walking and cycling

What is HEAT

- Online tool for economic assessment of health impacts of walking or cycling

www.heatwalkingcycling.org

- Originally designed for transportation planners, but suitable for a wide audience of non-health experts

A simple tool to allow consideration of health in planning decisions that affect walking or cycling

HEAT “core principles”

- Scientific robustness
- Usability
 - Minimal skills requirements (no health background needed)
 - Minimal data input requirements
 - Availability of default values
 - Design and flow of the tool
- Transparency
 - Approach and assumptions
- Conservative
- Adaptable
- Modular and policy relevant

HEAT answers the questions:

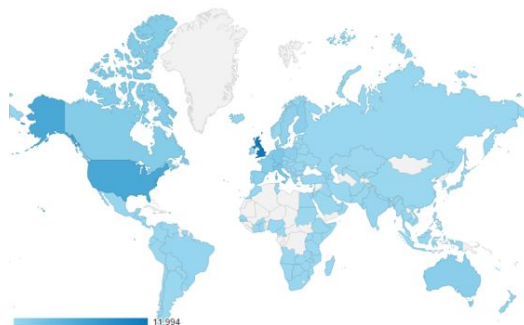
- If **X** people walk or bike an amount **Y** on most days:
- What are the **health impacts** on **mortality** and their **economic value** as a result of:
 - ✓ **physical activity?**
 - ✓ exposure to **air pollution** (while walking or biking)?
 - ✓ risk of **traffic crashes?**
 - what are the impacts of **carbon emissions** as a result of shifts from motorized modes to active travel?

Worldwide use of the HEAT- from Europe to Global

- Project website visited about 1'000'000 times by over 66,000 visitors since 2011
- Multiple applications
- Extremely positive feedback



Now HEAT globally applicable!



Challenges:

- Finding data
- Interpreting findings
- Persuading policymakers

	Australia
	Austria
	Belgium
	Brazil
	Canada
	China
	Estonia
	Finland
	France
	Germany
	Greece
	Italy
	Latvia
	Netherlands
	North Macedonia
	Portugal
	Romania
	Russian Federation
	Spain
	Sweden
	Switzerland
	United Kingdom
	United States

Reducing CO₂ emissions through active travel

Focusing solely on electric vehicles is **slowing down** the 'race to zero' emissions



Cycling is ten times more important than electric cars for reaching net-zero cities

People who walked on a daily basis had **62% lower carbon emissions** from all their daily travel than those who didn't

Those who **cycled had a 84% lower daily footprint**

Even if all new cars were electric from now on, it would still take **15-20 years** to replace the world's fossil fuel car fleet

Transport continues to be one of the **most challenging sectors to decarbonize**: high carbon infrastructures, car-dependent lifestyles...

One way to reduce transport CO₂ emissions **relatively quickly**, and globally, is to swap cars for active travel: walking, cycling, e-biking

Switching From Cars to Bikes Cuts Commuting Emissions by 67%

Travel emissions would fall significantly even if only a small percentage of citizens chose two wheels over four.

By Laura Miller Lombardo
31 March 2021, 10:20 BST
Updated on 31 March 2021, 17:48 BST

Meeting China's goal involves an 80% cut in emissions	-5.26%
China's 2020 increase in global temperature vs. 1950s average	+0.79° C
Carbon-free net power in Brazil, most recent data	81%
Renewable power generation worldwide in Q1 2020	\$69.9B
52,000 million metric tons of greenhouse emissions, most recent annual data	262

Small changes in citizens' transport habits can significantly cut their carbon footprint, according to an in-depth study of commuting data from more than 3,800 people across seven cities.

Choosing a bike over a car just once a day reduces

Source: Brand C, et al. (2021a) The climate change mitigation effects of daily active travel in cities. Transportation Research Part D: Transport and Environment. <https://doi.org/10.1016/j.trd.2021.102764>

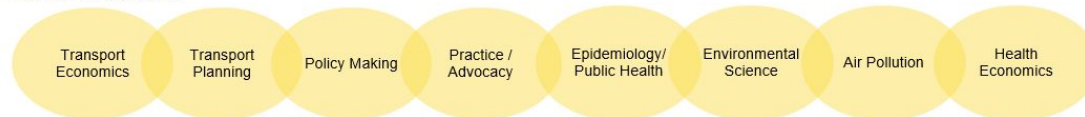


Project coordinating team: Thiago Herick de Sa, WHO Headquarters, Francesca Racioppi, WHO Regional Office for Europe, Sonja Kahlmeier, Swiss Distance University of Applied Science (FFHS), Switzerland, Thomas Götschi, University of Oregon, USA

Project advisory and expert group: Karim Abu-Omar, Heba Adel Moh'd Safi, Yousef Ali, Lars Bo Andersen, Hugh Ross Anderson, Nelzair Araujo Vianna, Olivier Bode, Tegan Boehmer, Nils-Axel Braathen, Christian Brand, Hana Bruhova-Fotynova, Fiona Bull, Daniel Buss, Juan Castillo, Nick Cavill, Dushy Clarke, Andy Cope, Baas de Geus, Audrey de Nazelle, Arline de Wit, Hywell Dinsdale, Damien Dussaux, Rune Evik, Santiago Enriquez, Mark Fenton, Jonas Finger, Francesco Forastiere, Richard Fordham, Charlie Foster, Virginia Fuse, Exter Füzeki, Rogério Gama, Frank George, George Georgiadis, Regine Gerike, Eva Gleitsenberger, Rahul Goel, Shifalika Goenka, Anna Goodman, Thomas Götschi, Maria Hagströmer, Mark Hamer, Yahya Hassan Said, Holger Haubold, Eva Heinen, Thiago Herick de Sa, Marie-Eve Heroux, Max Herry, Gerard Hoek, Stefanie Holtzwarth, Luc Int Panis, Nicole Iroz-Elardo, Luis Jorge Hernandez, Sonja Kahlmeier, Paul Kelly, Melekidhesi Khayesi, Caryl Koinange, Michal Krzyzanowski, I-Min Lee, Christoph Lieb, Jose Lobo, Mazen Malkawi, Brian Martin, Marco Martuzzi, Markus Maybach, Adriannah Mbandi, Guy Mbayo, Gabriel Michel, Irina Mincheva Kovacheva, Hanns Mooshammer, Pierpaolo Mudu, Carlos Muñoz Piña, Marie Murphy, Nanette Mutrie, Bhash Naidoo, Keiko Nakamura, Daisy Narayanan, Maria Neira, Amanda Ngabirano, Mark Nieuwenhuijsen, Åse Nossund, Pekka Oja, Edith Patouillard, Uttam Paudel, Genandrialine Peralta, Laura Perez, Julie Powell, Francesca Racioppi, Hussain Rasheed, Lisa Robinson, David Rojas Rueda, Gabe Rousseau, Candace Rutt, Harry Rutter, Randy Rzewnicki, Kjartan Saelsensminde, Elin Sandberg, Alexander Santacreu, Andreia Santos, Parth Sarathi Mahapatra, Lucinda Saunders, Daniel Sauter, Shari Schaftein, Peter Schantz, Tom Schmid, Peter Schnohr, Christoph Schreyer, Christian Schweizer, Niño Sharashidze, Heini Sommer, Jan Sørensen, Joe Spadaro, Gregor Starc, Dave Stone, Marko Tainio, Robert Thaler, Vo Thi Hue Man, Meelan Thondoo, Miles Tight, Sylvia Titze, Lan Wang, Miriam Weber, Wanda Wendel Vos, Paul Wilkinson, James Woodcock, Tian Xiangyang, Hou Xiaohui, Mulugeta Yilma, Masud Yunesian.

Development team: Tomasz Szreniawski, Thomas Götschi, Alberto Castro Fernandez, Vicki Copley, Ali Abbas, Duy Dao, Hywell Dinsdale

Expertises involved



THANKS!

www.heatwalkingcycling.org

Moderated discussion:

- How can transport-health-climate measures be incorporated in NDCs and SDG VNRs?
- How can transport-health-climate issues inform the ongoing Global Stocktake?

Go to [Jamboard](#) Frame #1

Segment 3:

Enabling action on health, climate and transport at national and sub-national levels

Which transport sector actions have been most effective in driving health and climate benefits?

What critical steps are needed to enable further action in these areas at national and sub-national levels?

Enabling action on health climate transport at national and sub-national levels



Virginia Fusé

Environmental Affairs Officer
UN Economic Commission
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Programme Management
Officer
UN Environment Programme



Karl Peet

Senior Advisor
SLOCAT Partnership



**A policy platform to promote sustainable
transport:
Transport, Health and Environment Pan-European
Programme (THE PEP)**

Virginia Fusé
UNECE, THE PEP Secretariat

THE PEP

Transport, Health
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Pan-European Programme



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THE PEP in the United Nations' Framework



56 UNECE member States



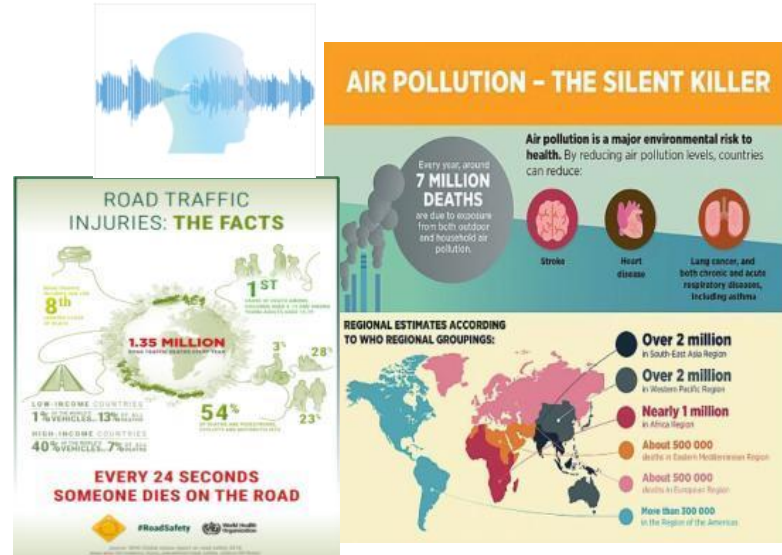
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Health and environment effects of transport

- Air pollution
- Road traffic injuries
- GHG emissions
- Noise from transport
- Congestion
- Land-take
- Reduced opportunities for physical activity
- Biodiversity fragmentation

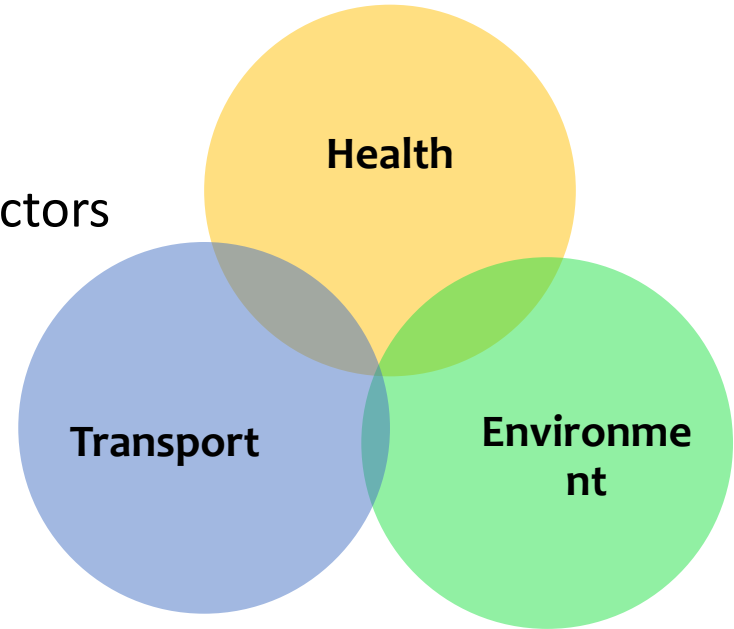


What is THE PEP



T Transport
H Health
E Environment

3 working sectors



P Pan-
E European
P Programme

THE PEP

Transport, Health
and Environment
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Europe



How does THE PEP operate?

- **High-level Meeting** on Transport, Health and Environment
- **THE PEP Steering Committee** - principal decision-making body
- **THE PEP Bureau** – 3 sectors, 9-15 members
- **Implementing mechanisms**

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THE PEP implementation mechanisms

□ THE PEP Relay Race



□ NTHEAPs



□ Partnerships



□ Academy



□ THE PEP Tools



- (HEAT tool □ <https://www.heatwalkingcycling.org/#homepage>)

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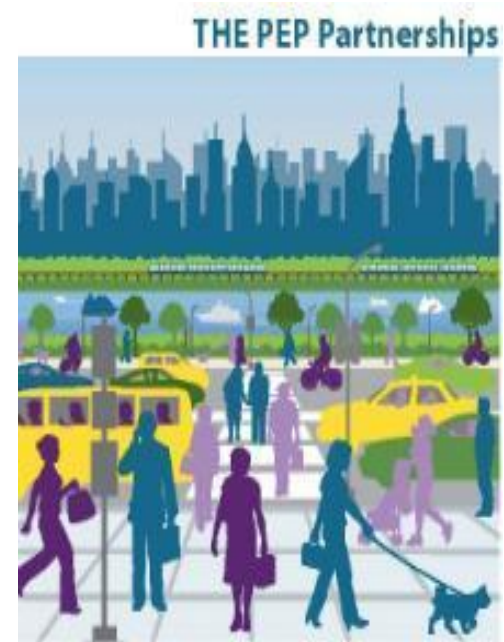
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THE PEP Partnerships

1. Partnership on active mobility
2. Partnership on HEAT
3. Partnership on eco-driving
4. Partnership on sustainable tourism mobility
5. Partnership on jobs in green and healthy transport
6. Partnership on the integration of transport, health and environment concerns in spatial and urban planning
7. Partnership on child- and youth-friendly mobility



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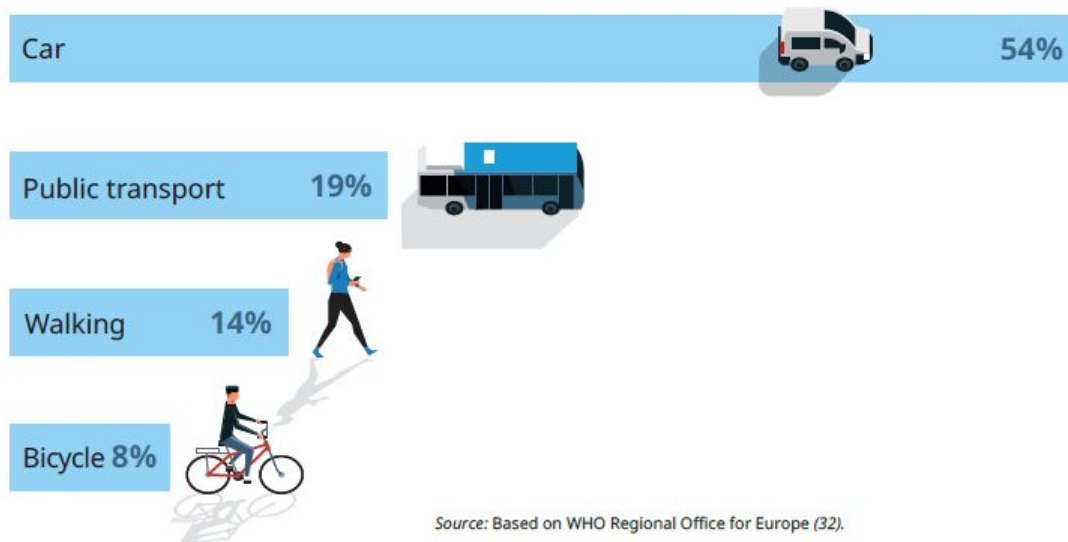
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Most used modes of transport



The most used modes of transport on a typical day for the EU-28:



Source: Based on WHO Regional Office for Europe (32).

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Walking and cycling



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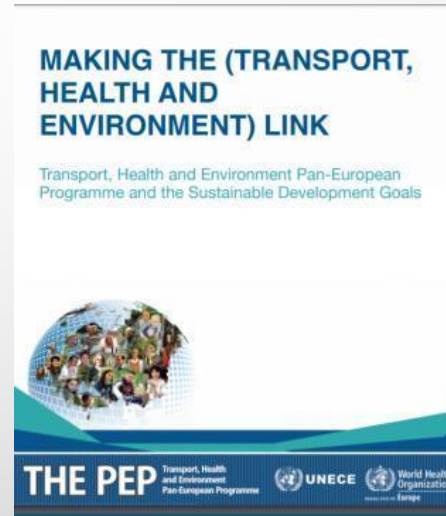


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THE PEP contributes to several SDGs



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The High-level Meeting and the Vienna Declaration:

“Building forward better by transforming to a **new, clean, safe, healthy and inclusive mobility and transport**”



Fifth High-level Ministerial Meeting on Transport, Health and Environment

17–18 May 2021

Online, hosted by Austria

THE PEP

Transport, Health
and Environment
Pan-European Programme



UNECE



**World Health
Organization**

REGIONAL OFFICE FOR

Europe



Vienna Declaration: our Vision 1/2

- (a) Ensuring the **resilience** of transport systems to climate change, pandemics and other disasters;
- (b) **Improved living conditions** in cities and regions by integrating environmental and health policies and objectives into coordinated transport and spatial planning;
- (c) **Clean, safe, low-noise and net-zero emission** transport by implementing policies and actions for healthy, active and safer mobility;
- (d) The **social inclusivity** of access to mobility and transport;
- (e) Directing **investments, fiscal incentives and green finance initiatives** towards sustainable transport to stimulate job creation and the economy;



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Vienna Declaration: our Vision 2/2

- (f) Making the best use of the benefits of the **digitalization** of transport and mobility services;
- (g) Implementing **sustainable mobility management** and services, employing appropriate technologies for clean, efficient, healthy and safe transport systems;
- (h) The promotion of solutions to implement **sustainable urban mobility**, including a wide range of electric urban public transport modes and cycling and walking, and consideration of these forms of mobility in transport and spatial planning;



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Vienna Declaration: further commitments

5. Support the implementation of **mobility management programmes** for cities, regions, companies, tourism and schools, (...);
6. Commit to ensuring that **transport, health, the environment and spatial planning are considered together** to achieve **policy coherence** with regard to reducing urban sprawl (...);
7. Decide to establish **coordination mechanisms** at the national level between the transport, health, environment and spatial planning sectors, including subnational and local authorities and involving other relevant stakeholders;



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We need:

- A systematic approach
- Cooperation
- Collaboration
- Put people at the centre of planning

And that's what THE PEP and the Vienna Declaration work towards



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Combining urban and transport planning — how to deal with street and road networks congestion using urban planning methods

Saint Petersburg, Russian Federation, 25 October 2021



Annex I: Challenges, opportunities and vision (THE PEP Facts & Figures)

- Answers the question: how healthy, safe and environmentally friendly is our transport today?
- Provides a solid basis for Member States to support their efforts in advancing the transport system for the better and to accelerate the transformation towards sustainable transport and mobility



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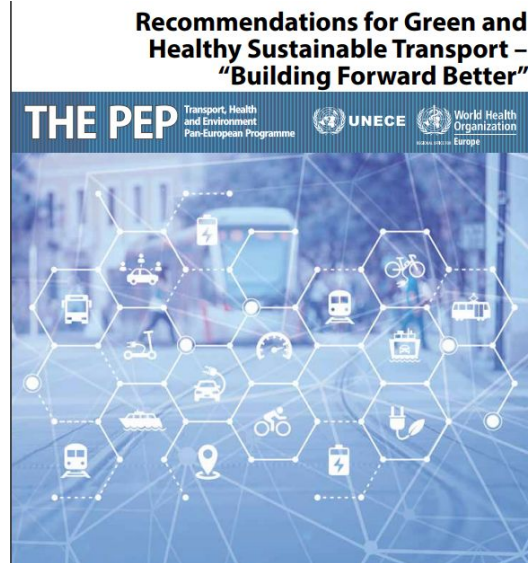
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Annex II: Recommendations for Green and Healthy Sustainable Transport – Building forward better

Based on the “main lessons” learned from the
COVID-19 crisis, proposes a set of recommendations to
support countries in making the transition to green
and healthy sustainable transport





Annex III: Pan-European Masterplan for Cycling Promotion

Our vision is to promote cycling, which will contribute to sustainable livelihoods, a better environment, improved health and safety, greater social inclusion and economic prosperity, and overall improvement in the quality of life of our citizens

11 Fields of Action with 33 Recommendations



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Annex V: Handbook on Sustainable Urban Mobility and Spatial Planning

Provides solutions on how to integrate Transport, Health and Environment and quality of life objectives into urban and spatial planning policies

**A Handbook on Sustainable
Urban Mobility and Spatial Planning**
Promoting Active Mobility



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Let's build forward better!

For more information visit:

<https://thepep.unece.org/>



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Health, Climate and Transport action

Sean Maguire – Clean Air Fund

Air pollution is a severe global climate and health risk

Air pollution is a severe global climate and health risk... with emission of pollutants forecast to increase significantly⁴

99%

Of the global population breathe air that **exceeds WHO guideline** limits on pollution¹

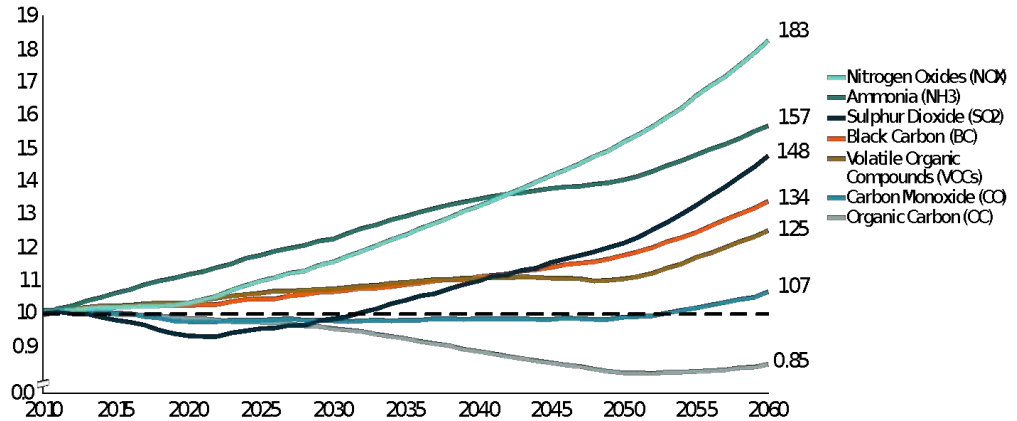
8M

Deaths per year caused by **fossil fuel air pollution (~1 in 5 total global deaths)**²

10x

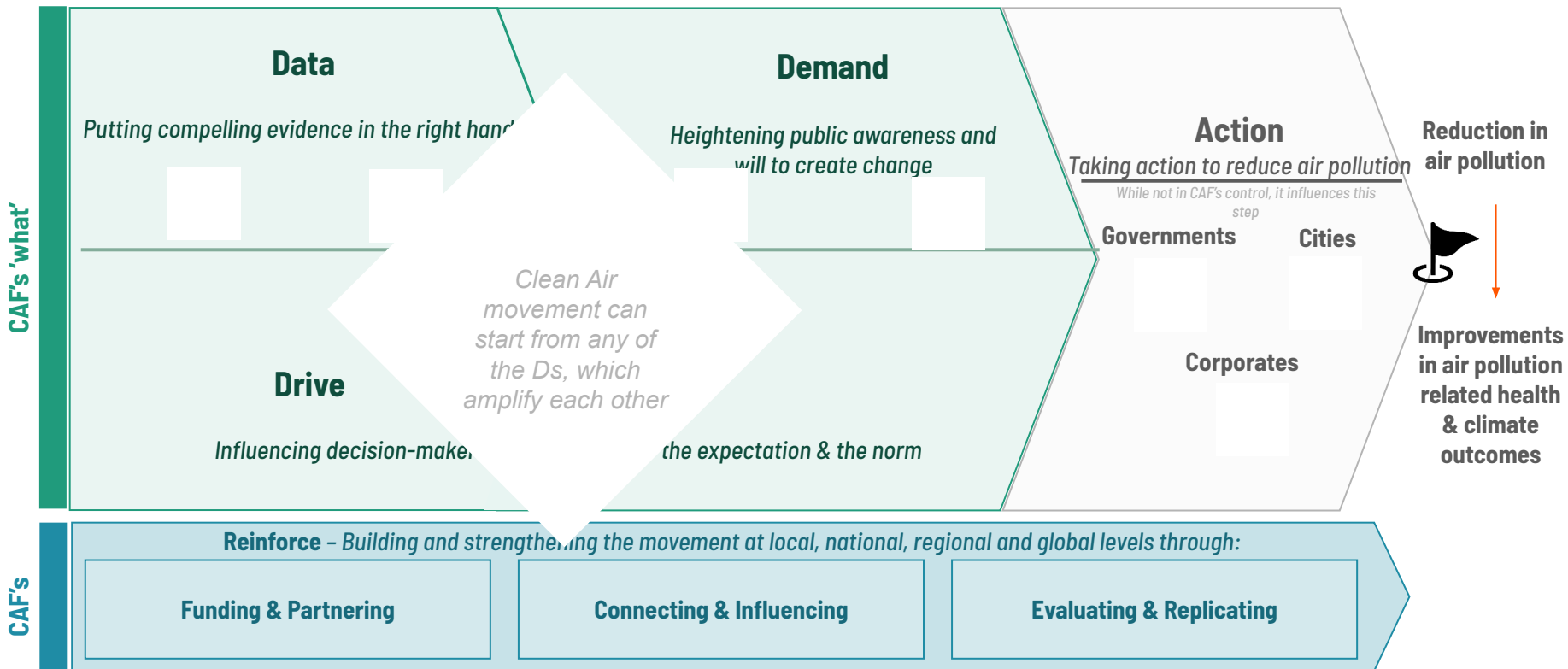
More deaths caused by air pollution than unsafe water and sanitation³

Annual emissions vs. 2010 baseline (index=1, 2010-2060)



Annual deaths due to outdoor air pollution are expected to more than double by 2050⁵

Our Theory of Change



LEZs, CAZs, ZEZs, ZEZ-Fs, LTNs and other fun acronyms

- Restricting access to road space for ICEs – a smart policy intervention
(LEZs and CAZs can also cover non-transport related sources)
- Politics matters – beware the backlash
- Equity considerations – avoid perpetuating disadvantage
- Evidence counts – both for scheme design and measuring impact

Cities with implemented and planned zero-emission zones and variants globally* (Status: July 2021)

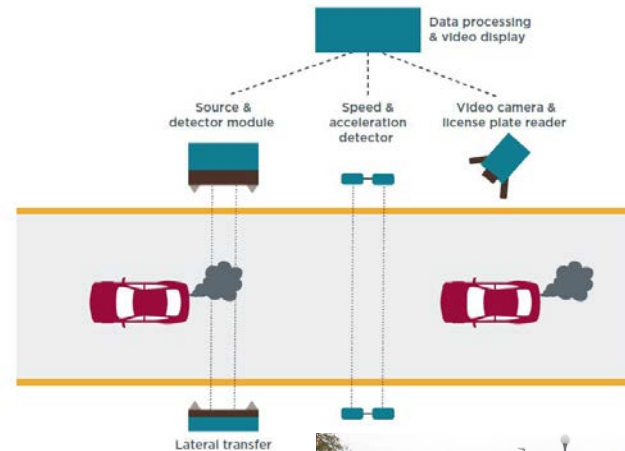
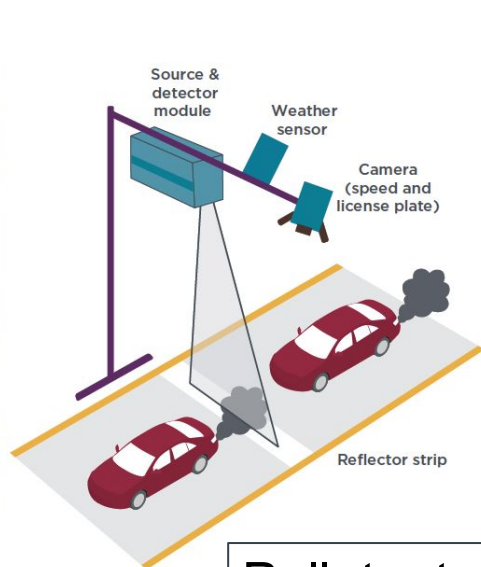


	Zero-emission zone	Near-zero-emission zone		Zero-emission zone for freight	Near-zero-emission zone for freight
Implemented	—	■	Implemented	●	—
Planned	●	—	Planned	■	■

*Zero-emission zones grant unrestricted access to battery electric vehicles (BEVs) and fuel cell electric vehicles (FCEVs) only. In addition to BEVs and FCEVs, near-zero-emission zones grant unrestricted access to plug-in hybrid electric vehicles (PHEVs). Zones for freight are defined in different ways, with affected vehicles ranging from urban delivery vehicles to medium- and heavy-duty trucks. Affected areas of zones range from a few streets to an entire city.

Figure 1. Cities with implemented and planned ZEZs and variants globally as of July 2021.

Remote sensing technology can measure the real-world emissions of thousands of vehicles per day



Pollutants measured:
NO, NO₂, HC, CO, PM

Schematic of remote emissions sensing technology

London 2017–2018



Paris 2018



TRUE Europe
remote sensing studies



Brussels 2020



Warsaw 2020



Jakarta 2021

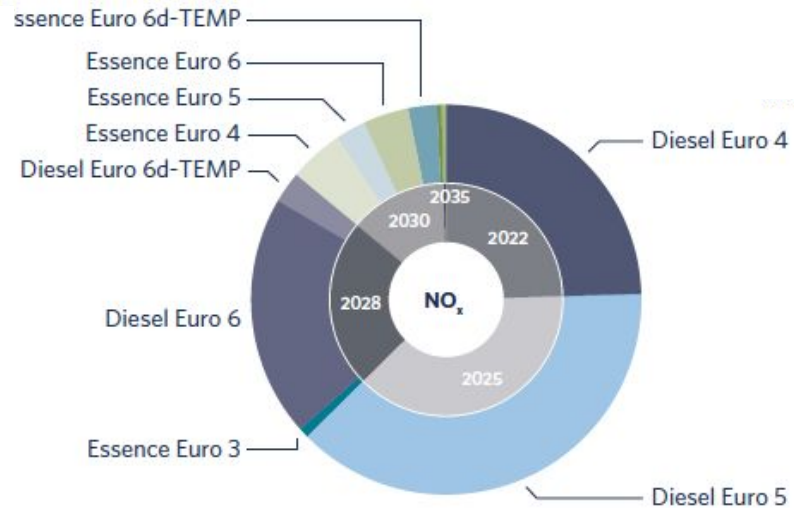
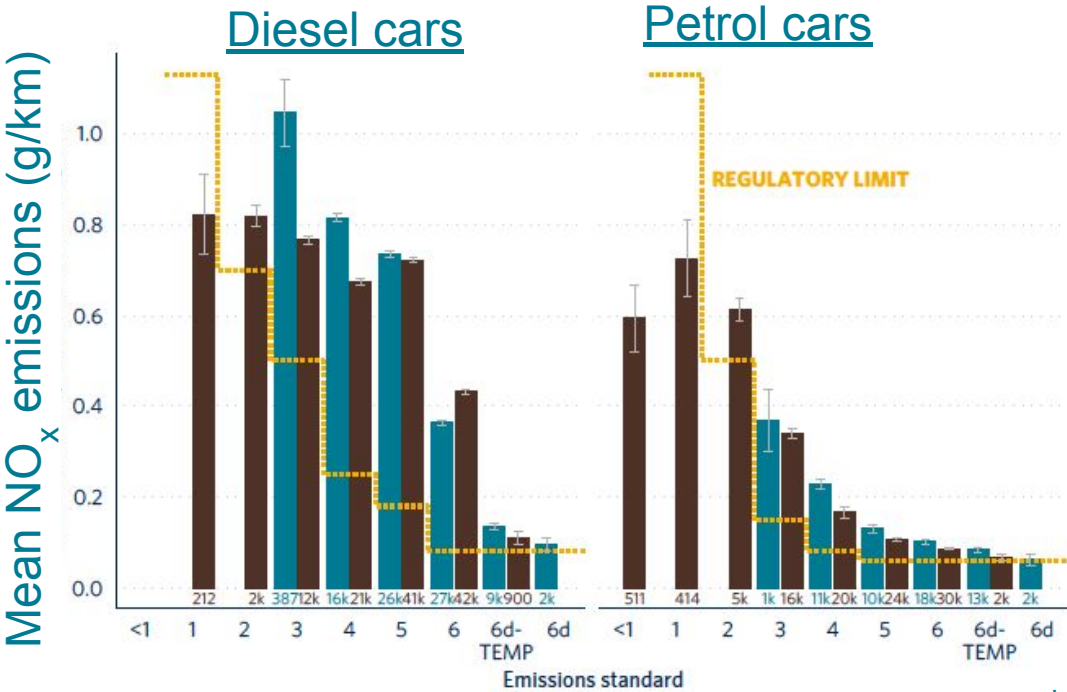


Mexico City 2022



TRUE data show what vehicle groups have the highest real-world emissions to inform LEZ implementation

NO_x emissions of passenger cars in Brussels

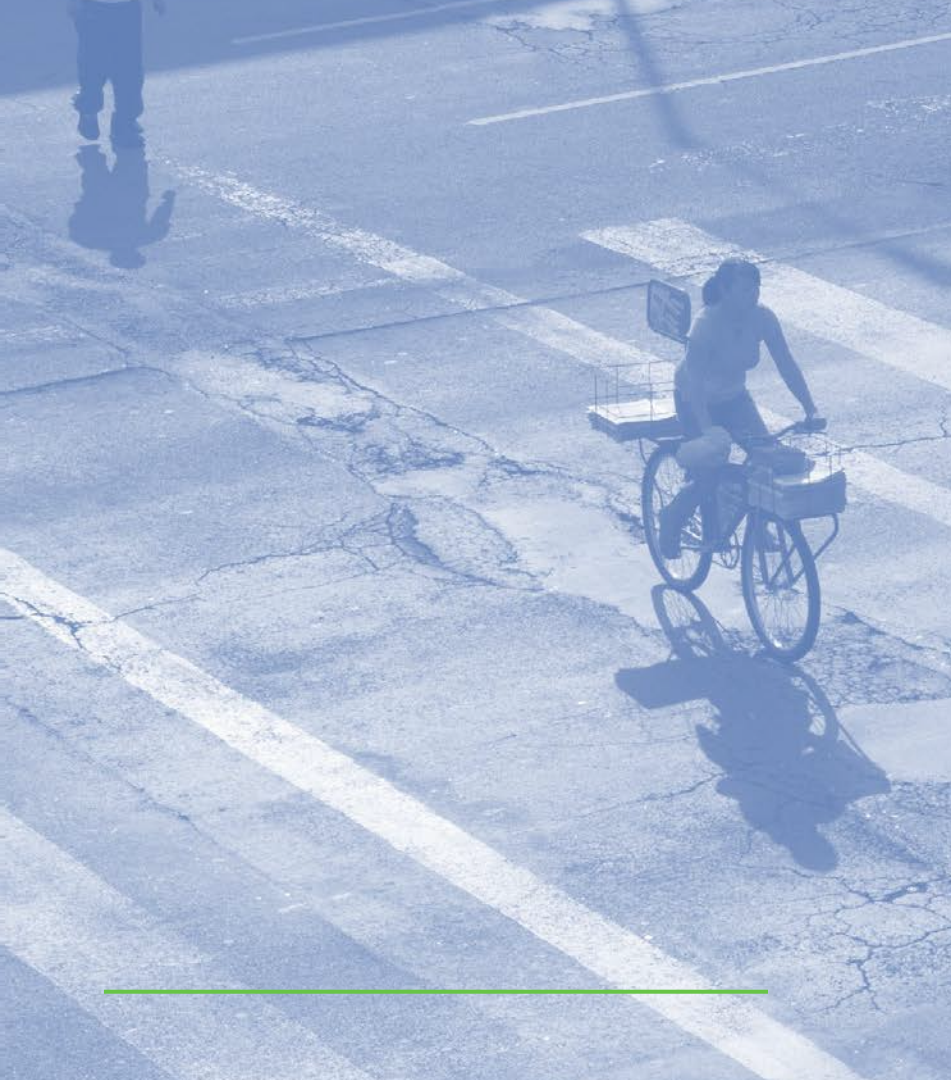


Estimated share of total emissions by vehicle group

Delivering through partnerships

Zero- and low-carbon transport partnerships supporting health and climate





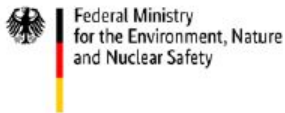
The UNEP Sustainable Mobility Unit supports governments & other stakeholders to **decouple increased mobility from increased emissions**

Partnerships are key

Find out more:
<https://www.unep.org/explore-topics/transport>

Global Electric Mobility Programme

In partnership with...



Supporting 50 Country Projects

4 Regional Support Platforms

UNEP

Africa

ADB

Asia & the Pacific

Centro de Movilidad Sostenible

Latin America & the Caribbean

EBRD

Central and Eastern Europe, West Asia and Middle East



Global Thematic Working Groups

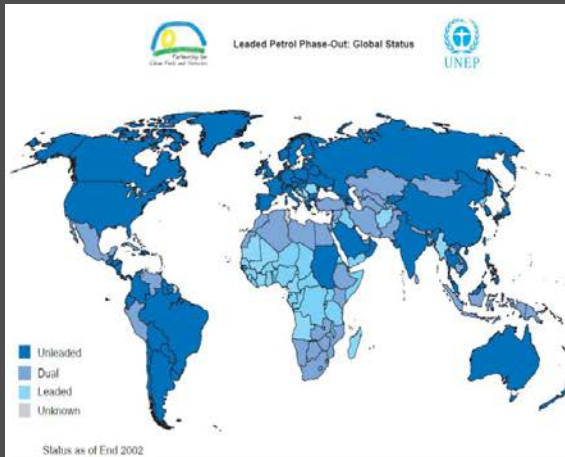


Partnership for Clean Fuels and Vehicles

- Launched at the World Summit on Sustainable Development in 2002
- PCFV promotes cleaner fuels (unleaded and low sulphur diesel) and cleaner vehicle technologies to reduce vehicle emissions thus improving health, local air pollution, climate benefits
- Comprises 73 partners - Governments, Private sector and Civil Society
- UNEP Headquarters in Nairobi, Kenya is the Secretariat



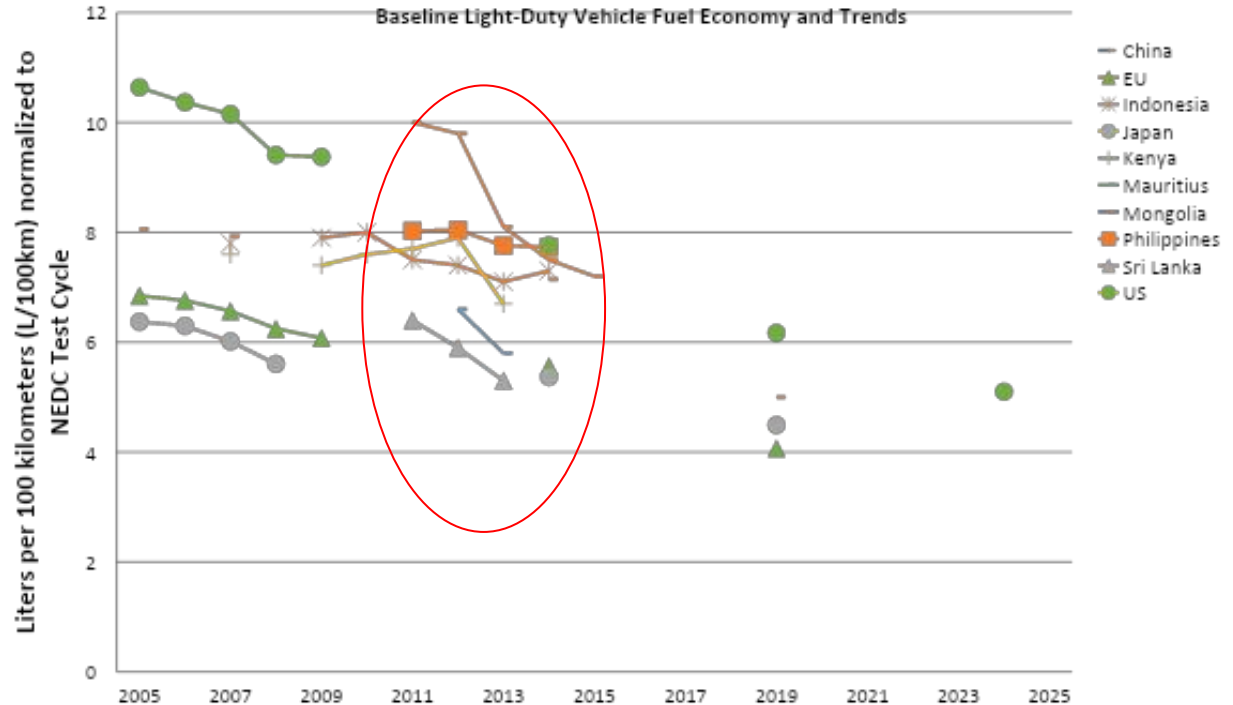
Over 80 countries supported to eliminate leaded petrol



Leaded Countries 2002 and 2021

- Supporting 65+ developing countries to develop fuel economy policies as part of the Global Fuel Economy Initiative as of Aug 2020
- Introducing vehicle fuel efficiency standards, fiscal measures such as taxes and incentive schemes, vehicle fuel economy labels, etc.

Fuel economy policies work!



Using the skills and expertise of the GFEI partners - IEA, UNEP, ITF, ICCT, UC Davis and the FIA Foundation - GFEI are able to establish a baseline in each country; present policy options and case studies; and enable all stakeholders to engage in the policy process.



UNEP Share the Road Programme

1

Transforming responses to pedestrians and cyclists needs in African countries

ITDP, WRI , governments, NGO's , universities

2

Transforming regional capacity for advocacy and investment in Africa

Africa network for walking and cycling

3

Transforming global investment practices for walking and cycling

SLOCAT, Child Health Initiative, etc



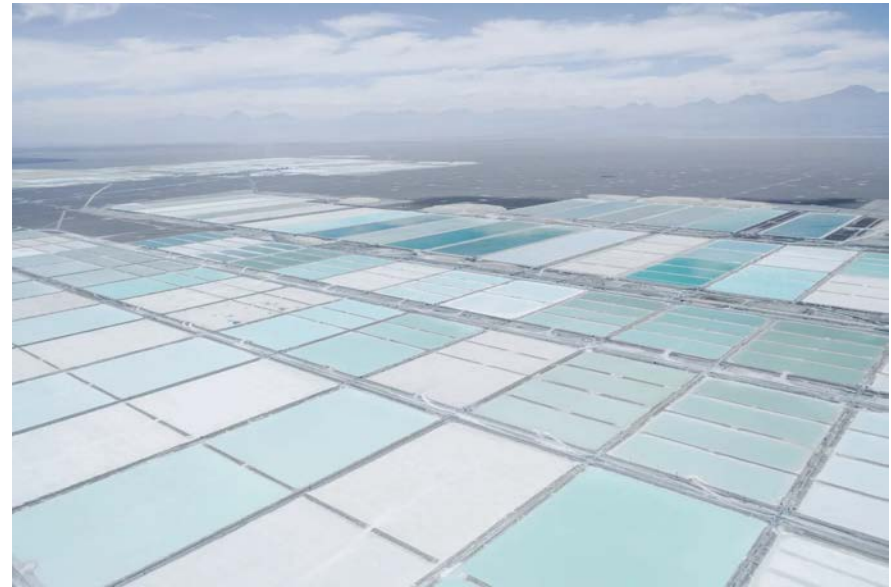
Thank you!



Challenge 1: E-mobility scale up and resource impacts

How can e-mobility be more closely aligned with sustainability of natural resources, water quality, and indigenous communities?

Nickel mining, New Caledonia (below)



Lithium production, Chile (above)

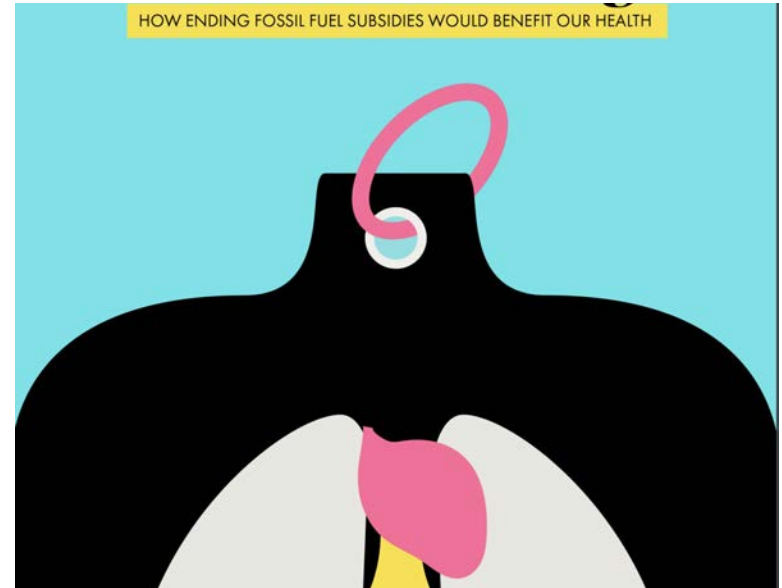
Challenge 2: Fossil fuel phase-out and health impacts

How can **environmental and political imperatives** to phase out fossil fuel be aligned with **health imperatives** to phase out fossil fuel use?

Fossil subsidies track with disease and obesity (below)

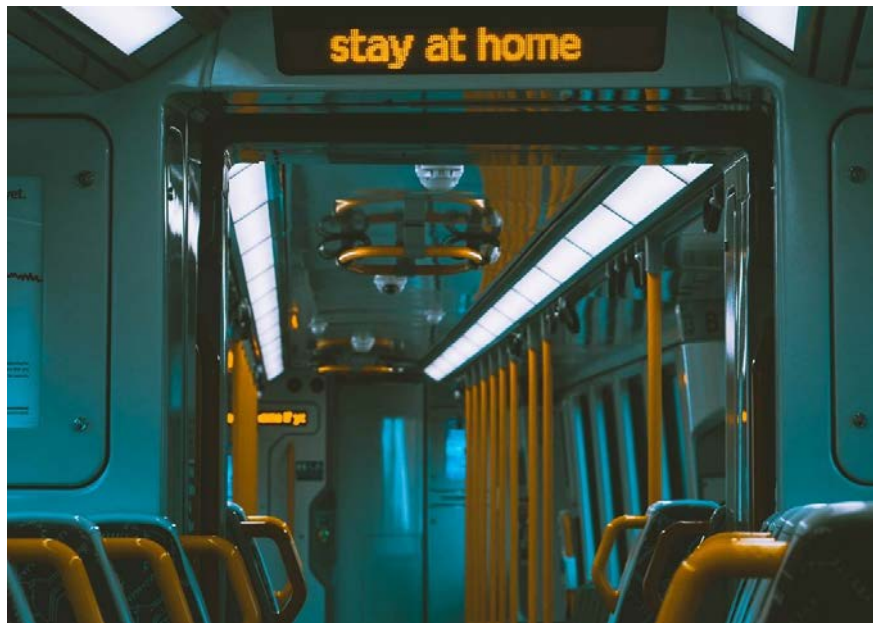


Coal-fired plant in Huainan, China (above)



Challenge 3: Pandemic responses and road crashes

How can public transport and paratransit be reinvigorated in a post-pandemic world to increase sustainability and reduce traffic deaths?



COVID-19 messaging on public transport (above)

Increased speeding, alcohol use impacts (below)



Activity #3

SWOT analysis:

What are the key strengths, weaknesses, opportunities and threats for expanding joint transport, health and climate action?

Go to [Jamboard](#) Frames #2-3

Segment 4: Defining transport engagement strategies in 2022 - 2023

How can collaboration among transport-health-climate actors be strengthened in 2022 and 2023?

What additional resources and tools are needed to enhance HCN's effectiveness on transport-health-climate engagement?

What immediate steps can the transport community take to increase alignment with the health community in advancing climate action?

Defining transport-health-climate engagement strategies in 2022 - 2023



Alison Doig

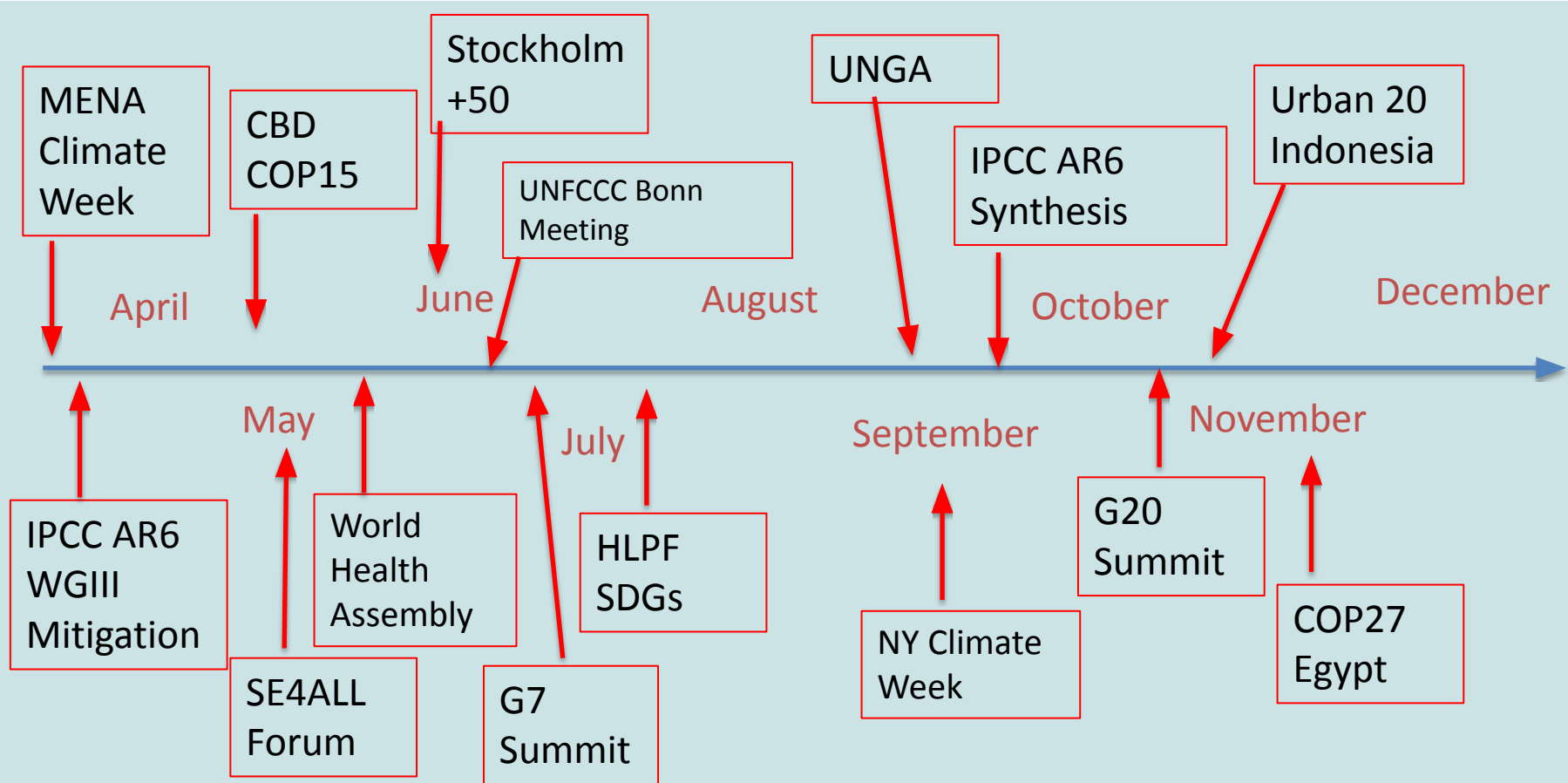
Consultant
Health and Climate Network



Maruxa Cardama

Secretary General
SLOCAT Partnership

Planning timeline for 2022



Activity #4

Brainstorm:

How can collaboration among transport-health-climate actors be strengthened in 2022 and 2023?

What additional resources and tools are needed to enhance HCN's effectiveness on transport-health-climate engagement?

Go to [Jamboard](#) Frame #4


Activity #5


Closing activity:

What steps should be taken in the next 6 months to improve transport and health outcomes in 2022-2023?

Go to www.menti.com
Enter code **1854 5109**



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