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**Steering Committee of the Transport, Health
and Environment Pan-European Programme**

Eighth session
Geneva, 8 and 9 December 2010

Report of the Steering Committee of the Transport, Health and Environment Pan-European Programme on its eighth session and report of the thirteenth meeting of the Bureau of the Steering Committee

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I. Introduction

1. At its eighth session, held in Geneva on 8 and 9 December 2010, the Steering Committee of the Transport, Health and Environment Pan-European Programme (THE PEP) discussed progress made towards the attainment of the Amsterdam goals, THE PEP implementation mechanisms and projects, and its programme of work for 2009–2011. It discussed the proposed framework for THE PEP Partnership, THE PEP communication strategy and the manual of national transport, health and environment action plans, and considered the reports of workshops held under THE PEP relay race (staffete) in 2010 in Skopje, the former Yugoslav Republic of Macedonia, and Batumi, Georgia.

2. As agreed at its seventh session, THE PEP 2010 Symposium was organized during the eighth session. The Symposium focused on opportunities for green and health-friendly investment and jobs in transport, in line with Amsterdam Goal No. 1, aiming to stimulate participation in THE PEP process and to more actively engage Member States and other stakeholders on relevant issues involving the three sectors.

A. Attendance

3. The session was attended by representatives from the following 22 countries: Albania, Austria, Azerbaijan, Belarus, Belgium, Czech Republic, Finland, France, Georgia, Germany, Greece, Italy, Netherlands, Norway, Republic of Moldova, Russian Federation, Slovakia, Switzerland, the former Yugoslav Republic of Macedonia, Ukraine, United States of America and Uzbekistan. Representatives of the United Nations Environment Programme, the International Road Federation and two non-governmental organizations (NGOs) from Georgia and Ukraine also attended.

B. Organizational matters

4. Participants were welcomed by the Chair of THE PEP, the Director of the Transport Division of the United Nations Economic Commission for Europe (UNECE) and the acting Head of Office of the European Centre for Environment and Health of the World Health Organization Regional Office for Europe (WHO/Europe). Changes in personnel within THE PEP secretariat were announced as follows: Ms. Ella Behlyarova, Environmental Affairs Officer, UNECE Environment Division, was succeeded by Ms. Brinda Wachs, Environmental Affairs Officer in the same division.

5. The Steering Committee adopted the agenda of its eighth session as prepared by the UNECE and WHO/Europe secretariats (hereinafter, THE PEP secretariat) in consultation with the Bureau (ECE/AC.21/SC/2010/1–EUDHP1003944/7.1/SC8/1).

6. The Steering Committee elected Ms. Ursula Ulrich-Vögtlin, Head of the Multisectoral Projects Division at the Swiss Federal Office of Public Health, as Chair. Ms. Ulrich-Vögtlin succeeded Ms Ng-A-Tham, a Senior Coordinator at the Ministry of Housing, Spatial Planning and the Environment of the Netherlands. The Committee expressed its gratitude to Ms. Ng-A-Tham for her effective work.

7. The Steering Committee re-elected the members of the Bureau, indicating that nominations for replacing outgoing members from Albania (representing the environment sector), Bulgaria (representing the health sector) and the United Kingdom of Great Britain and Northern Ireland (representing the transport sector) were pending. THE PEP secretariat was asked to explore possible nominations from those three sectors with interested Member

States. Mr Vadim Donchenko (Russian Federation) said he would confirm his re-election after consultation with the Russian Ministry of Transport.

8. The Committee adopted the report of its seventh session, held in Geneva on 22 and 23 October 2009 (ECE/AC.21/2009/8–EUR/09/5088363/8), including the report of the eleventh meeting of its Bureau. It also adopted the report of the twelfth session of its Bureau, held in Rome on 15 and 16 July 2010 (informal document No. 2).

9. The Bureau of the Committee held its thirteenth meeting on 10 December 2010 (report in annex).

II. Outcome of THE PEP 2010 Symposium

10. In line with the agreement of the Steering Committee to hold annual symposiums from 2010–2013, focused on each of the four Amsterdam goals and leading up to the Fourth High-level Meeting in 2014, the first symposium, held on 8 December 2010 at World Health Organization headquarters in Geneva, was organized around the theme of Amsterdam Goal 1: “Contributing to sustainable economic development and stimulating job creation through investment in environment- and health-friendly transport”¹

11. Fifty-two participants from 24 countries attended the Symposium, including five experts from government and the private sector, who addressed various aspects of sustainable transport, with a focus on green economy and health-friendly investment and jobs in transport.

12. Mr. René Longet, Mayor of Onex (Switzerland) and President of an environmental non-governmental organization, *Equiterre*, highlighted the need for a systematic approach to sustainable transport, offering several examples of local measures used to promote environment and health-friendly transport, such as providing bicycles for civil servants to travel between nearby offices. He noted that the assessment of profitability of public transport systems depended not only on economic returns, but also on the health and social benefits.

13. Mr. Jean-Paul Ourliac, head of the Economics and Transport Networks section of the High Council on the Environment and Sustainable Development at the French Ministry of Ecology, Sustainable Development, Transport and Housing, referred to three recent studies on policies regarding green growth in transport and possible employment generation in public transport, through NGOs and by the State. Within the transport sector, 100,000 jobs should be created through 2020, in urban transport, logistics and transport information. New jobs would come from the *train à grande vitesse* (TGV) and trams, from those who organized the bike system, navigation and logistics. According to the publication “*Croissance Verte*”, there were expected to be 50 different career areas or jobs in green growth, including in transport. The mobilization plan for green growth jobs was an integral part of France’s strategy for sustainable development.

14. Dr. George Ganz, President of SwitzerlandMobile (*SchweizMobil*), presented the Swiss approach to sustainable mobility for tourism through publicized routes with standardized signalization and interoperability for walking, cycling, mountain biking, skating and rafting. That was further supported by a fully integrated timetable for public transport (including railways, buses, funiculars and ferries). The economic benefits were estimated to be up to €400 million per year, not including indirect benefits for health and

¹ THE PEP 2010 Symposium programme and presentations can be accessed at: http://www.unece.org/thepep/en/committee/committee_eight.htm (accessed on 1 February 2011)

the environment. In an aging society, sustainable transport also needed to be made accessible for the elderly and the disabled.

15. Mr. Robert Thaler, Head of the Transport, Mobility, Human Settlements and Noise Division at the Austrian Federal Ministry of Agriculture, Forestry, Environment and Water Management, presented the Austrian framework programme *klima: aktiv mobil* to boost environment, economy and green jobs. Through the promotion of electric mobility, eco-driving, alternative fuels, fleet conversion and mobility management, the programme had helped to reduce greenhouse gas emissions, improve environmental conditions, increase the physical activity levels of the population and created/saved thousands of jobs across several sectors, including the creation of new job categories, such as electric bike technicians.

16. Ms. Deysi Rodriguez, of Operations and Environment, TransMilenio, Bogotá Colombia, presented the city's approach to public transport. TransMilenio was a massive bus rapid transit system and Bogotá's response to serious problems from uncontrolled urban growth. TransMilenio had led to significant shifts in modal split, and consequent savings in greenhouse gases through reduced traffic volumes and emissions. Health impacts of transport had been reduced by promoting walking and had also lowered particulate matter emissions and traffic injuries. In 2009, the system had generated almost 40,000 direct and 55,000 indirect jobs, prioritizing employment of members of vulnerable social groups, such as single mothers. The system had brought city-planning, environmental, social, cultural, operational and economic benefits to the city and had improved the environmental quality, the quality of life and the well-being of the citizens. The Bogotá experience was seen to be reproducible in other large metropolitan areas worldwide.

17. The moderator of THE PEP 2010 Symposium, Mr. Clive Needle, Director of EuroHealthNet, provided the Steering Committee with a summary of the symposium. The main points that emerged from the presentations and discussions were:

(a) New partnerships to achieve multisectoral objectives are possible and emerging; the source and type of initiative can vary: a range of entry points can be used, but comprehensive rather than piecemeal approaches are most effective;

(b) A focus on (public and private) incentives is a promising approach, offering sustainable political benefits;

(c) Given current economic conditions, evaluation of economic benefits and use of evidence is important to build systematic change and to convince funders and decision makers; creating a long-term vision of sustainable transport is crucial in ensuring continued implementation and avoiding focusing only on short-term impacts;

(d) A broad-based framework approach helps to overcome problems of "scaling up" projects and transferability. THE PEP and international organizations can play a role in facilitating the dissemination of experience.

18. Speakers further stressed the need for reorienting political will in favour of sustainable transport to redirect funds from less sustainable activities. That could be achieved by linking transport policies to health and environment policies and by highlighting the interlinkages to the public. Funds spent on sustainable transport need to be seen as investments for the future. The lessons learned from the dismantling of public transport infrastructure in Western Europe, which now calls for large investments to re-establish public transport, should be considered in countries that are at the same tipping point now.

19. Based on the experience of the 2010 Symposium, the Steering Committee suggested several possibilities for improving the format and orientation of the Symposium in the future. The Committee also recalled that THE PEP Member States should now take the key

messages of the Symposium forward and integrate them into other processes and coordinating bodies, such as the European Environment and Health (EEH) process and its newly established EEH Ministerial Board.

III. Progress made by member states on national implementation of THE PEP

20. Member States were invited to report on progress made, planned projects and activities, including, legislative and regulatory frameworks, mechanisms to promote coordination among the sectors of transport, environment and health, and tools and methods to raise awareness. The representative of France highlighted advancements in policy integration, including the establishment of a new ministry integrating transport with environment, and the implementation of the second National Environment and Health Action Plan, which included over 100 transport-related interventions. The representative of Belarus reported on that country's situation regarding air pollution and its main causes as they related to transport.

IV. Implementing the Amsterdam Declaration

A. National Transport, Health and Environment Action Plans

21. The secretariat presented the second draft of the manual for developing national transport, health and environment action plans (NTHEAPs) (informal document No. 3). The draft had been developed by the secretariat with input from the Bureau after its meeting in July 2010.

22. NTHEAPs are integrated plans and programmes across the three sectors, identified by the Amsterdam Declaration as means to promote national or subnational action. They are aimed at increasing efficiency in transport, while addressing transport-related health and environmental impacts, and include specific targets and timelines for implementation.

23. The Committee discussed the draft, accepted the structure and content and made recommendations to further hone and finalize the manual.

24. During the session, Member States reported on the status of and plans for developing NTHEAPs in their countries.

25. The next step in the finalization of the NTHEAPs manual would require the involvement of Member States to apply the manual in its entirety or parts of it. That experience would then inform the final draft of the manual. To that end, the secretariat would contact all THE PEP focal points in spring 2011 with a description of the required level of involvement by the Member States and a call for expression of interest to participate as described.

B. THE PEP relay race (“staffete”)

26. The representatives of the former Yugoslav Republic of Macedonia and Georgia reported on THE PEP relay race workshops “Working together to make things happen”, held on 7 and 8 June 2010 in Skopje (ECE/AC.21/SC/2010/2-EUDHP1003944/7.1/SC8/2), and on “Safe and healthy walking and cycling in urban areas”, held on 30 September and 1 October 2010 in Batumi, Georgia (informal document No. 4). Both workshops offered

valuable lessons and opportunities for relevant sectors to interact and work towards sustainable urban transport.²

27. An advance visit to Batumi by a technical expert supported by the Netherlands allowed for a prior needs assessment of the city and helped to focus the objectives of the workshop. The expert had met with relevant stakeholders and had surveyed the existing infrastructure and regulatory framework supporting the improvement in facilities for walking and cycling. After the workshop, several activities had been started, including a planning process to increase the number of cycling paths, refitting roads for cycling, 760 meters of bridges for pedestrians and cyclists and the continuation of the walking school bus, which had been launched during the workshop (see also para. 40 below).

28. The Steering Committee considered the results of the two workshops and thanked the hosts and organizers. It recommended that the relay races be continued and that their long-term impact be enhanced by combining the workshops with practical follow-up projects.

29. The representative of Ukraine presented a concept note for the next workshop, to be held in Kiev in June 2011, on integrated policy approaches to sustainable urban transport (informal document No. 5). The representative of the international charitable organization "Information Centre Green Dossier" (Ukraine) presented some items to be considered in the planning of the workshop.

30. The following Member States offered in-kind support for the workshop in Kiev: Austria, France, Germany and Norway. Member States were invited to express interest in hosting further relay race workshops in autumn 2011 and 2012.

C. THE PEP Partnership

31. The secretariat presented the draft Terms of Reference for THE PEP Partnership (ECE/AC.21/SC/2010/3–EUDHP1003944/7.1/SC8/3), prepared by the secretariat with input from the Bureau.

32. The Steering Committee considered the draft Terms of Reference for THE PEP Partnership and adopted them, highlighting the need to develop concrete project proposals within the scope of the Partnership. The elaboration of specific projects would facilitate the attraction of funds and should be mentioned in the Terms of Reference. The Bureau was entrusted with the development of one to two concrete project proposals. The Committee agreed that membership in the Partnership would be open to all interested and relevant entities.

33. The following Member States expressed support for the Partnership, either financially or in kind through the provision of expertise or other services: Austria, Germany, Netherlands, Republic of Moldova and Switzerland.

34. Uzbekistan reported on the country's renewed interest in THE PEP, and proposed to strengthen collaboration between the Member States within THE PEP Partnership through groups of countries cooperating on specific issues.

² The final programme and presentations from the Skopje and Batumi workshops can be found at: <http://www.unece.org/thepep/en/workplan/urban/skopje.workshop.docs.htm> and http://www.unece.org/thepep/en/workplan/urban/batumi_docs.htm, respectively.

V. Managing THE PEP

A. Monitoring implementation

35. At its eleventh meeting, the Bureau agreed that monitoring progress made at the national level toward the Amsterdam goals was an important role of the Steering Committee, and requested the secretariat to develop a questionnaire to be circulated to Member States to assess the level of implementation of THE PEP mechanisms and progress. A pilot questionnaire had been prepared by the secretariat and circulated to members of the Bureau. The feedback received informed the draft questionnaire presented to the Committee by the secretariat.

36. Member States were encouraged to participate actively in the reporting exercise in order for the Steering Committee to effectively monitor progress made toward the Amsterdam goals and to better understand the needs of Member States.

37. The Steering Committee considered the draft questionnaire and approved the general format and content. Member States were invited to submit to the secretariat suggestions for modifications by end of February 2011.

B. Draft communication strategy

38. The secretariat presented the draft communication strategy for THE PEP, as agreed by the Bureau at its twelfth meeting (ECE/AC.21/SC/2010/4–EUDHP1003944/7.1/SC8/4). The strategy aimed at increasing the visibility and identity of THE PEP, highlighting THE PEP as a multifaceted information service, with tools to underpin policymaking and international visibility and increase awareness of sustainable and healthy transport to allow for informed choices. The secretariat presented THE PEP Brochure, available in English, French and Russian on THE PEP website (<http://www.unece.org/thepep/en/flyers.htm>).

39. The Steering Committee adopted the proposed communication strategy and tasked the Bureau and the secretariat with its implementation. The Bureau was entrusted with further elaborating the role of THE PEP focal points in the communication strategy and developing the promotional material as described in the strategy. The Committee further proposed and stressed upcoming opportunities for promoting THE PEP, such as the Seventh “Environment for Europe” Ministerial Conference (Astana, 21–23 September 2011).

40. Representatives of the NGO “Environmental information and sustainable development centre RIO” (Georgia) presented the communication and advocacy activities used to promote THE PEP relay race workshop in Batumi (see paras. 26 and 27 above). The Committee congratulated the organizers for the comprehensive communication activities which included: the use of local volunteers to disseminate the messages of the workshop, outreach to the local planning community, the launch of the city’s first Walking School Bus to coincide with the International Walk to School Month and media events for local and national television and radio.

C. Programme of work for 2009–2011

41. The Steering Committee considered the Programme of work for 2009–2011, as prepared by the secretariat (ECE/AC.21/SC/2010/5–EUDHP1003944/7.1/SC8/5).

42. Austria, France, Norway and Switzerland had contributed financially since the last session of the Steering Committee to support the activities prescribed in the programme of work.

D. Financial matters

43. The Committee welcomed the information on the use of financial resources made available by donor countries, as well as by the UNECE and WHO/Europe secretariats, for the implementation of the work programme of THE PEP (informal document No. 7).

E. Strengthening synergies with international organizations and processes

44. The secretariat informed the Committee about collaboration between THE PEP and related international processes, including the side event of THE PEP at the Fifth Ministerial Conference on Environment and Health (March 2010, Parma, Italy) and upcoming opportunities at the International Transport Forum (ITF) and the Astana Ministerial Conference.

VI. Next meeting of the Steering Committee

45. The Steering Committee agreed that its ninth session would be held on 17 November 2011 at the Palais des Nations in Geneva, preceded by THE PEP Symposium 2011 on 16 November 2011, focused on Amsterdam Goal No. 2,³ and followed by a meeting of the Bureau on 18 November 2011.

³ Priority goal 2 adopted in the Amsterdam Declaration in January 2009 is: "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."

Annex

Report of the thirteenth meeting of the Bureau of the Steering Committee

I. Participation

1. The meeting of THE PEP Bureau was attended by: Mr. Robert Thaler (Austria), Mr. François André (Belgium), Ms. Nadine Asconchilo (France), Ms. Nino Gokhelashvili (Georgia), Ms. Caroline Hoffmann (Germany), Mr. Kilian Frey (Germany), Mr Mario Fruiano (Netherlands), Mr. Vadim Donchenko (Russian Federation), Ms. Ursula Ulrich-Vögtlin (Switzerland), Mr. Mihail Kochubovski (the former Yugoslav Republic of Macedonia) and Ms. Lisa Brodey (United States). The Bureau meeting was chaired by Ms. Ulrich-Vögtlin (Switzerland). The secretariat was represented by staff from the UNECE Transport Division; the UNECE Environment Division; and the World Health Organization Regional Office for Europe.

II. THE PEP Symposium

2. The Bureau felt that the Symposium was overall a positive experience, bringing speakers into THE PEP process who were not usually involved. The Bureau requested the secretariat to draft a concept note for THE PEP 2011 Symposium, addressing Amsterdam Goal 2 (see footnote 3 to the Steering Committee report above). The concept note should also include a list of proposed panellists based on input from the Bureau.

3. Suggestions for further improvements in the format and orientation of the Symposium were made as follows: allow more time for discussions; involve additional stakeholders (for example, international financing institutions); and focus the presentations more on the Amsterdam Goals or two to three specific and clear issues/questions, with fewer panellists and speeches, more interaction between panellists and stricter timekeeping.

4. The Bureau agreed that there should be a follow-up publication to the Symposium highlighting the economic potential of investments in green jobs in transport. Such a publication should be developed under THE PEP Partnership (see below).

III. Project proposals for THE PEP Partnership

5. The secretariat informed the Bureau about a proposal for a project on making the guidance on economic valuation of transport-related health effects more accessible and usable for practitioners, such as transport planners. That could be achieved by turning the guidance into an Excel tool or website that allowed direct input of data and produced instant calculations. Member States were invited to express interest in joining together in THE PEP Partnership to support the project.

6. The Bureau was also informed that the development of the health economic assessment tool (HEAT) for walking would be finalized in early 2011, to be eventually combined with HEAT for cycling and made available as a single tool on the Internet.

7. The Netherlands informed the Bureau that they would continue to keep THE PEP Toolbox updated, at least until 2012.

8. As a follow-up to THE PEP 2010 Symposium, and within the scope of THE PEP Partnership, the secretariat was entrusted with drafting an outline of a publication with

success stories from the region that illustrate green jobs in transport and to quantify their direct and indirect economic potential. The goal would be to increase the sharing of experience with a focus on the economic input and output of each of the case studies. The scope of THE PEP should be kept in mind when selecting case studies, focusing on jobs in transport that are not yet highlighted in related publications, e.g., traditional transport activities such as walking and cycling. Member States were invited to provide case studies.

9. The publication should be ready as a final draft for dissemination at the “Environment for Europe” Ministerial Conference in Astana in September 2011. The publication should also be highlighted at the next meeting of the Steering Committee in 2011 and subsequent international transport-related events. It should also inspire the development of slogans to be used for advocacy.

IV. Future Funding for THE PEP

10. In addition to the contributions made in 2010 by Austria, France, Norway and Switzerland (see Steering Committee report, para. 42 above), Germany informed the Bureau about possible financial contributions to THE PEP for 2011 and 2012. Austria, Belgium, France, Netherlands, Norway and Switzerland offered in-kind contributions in the form of provision of experts.

11. The Bureau agreed to update the list of THE PEP focal points by making a new call for nominations to the Member States that had not participated in THE PEP Steering Committee meetings in the past two years.

V. Monitoring of implementation

12. The Bureau considered the draft questionnaire for monitoring implementation of the Amsterdam Declaration, and suggested to the secretariat to make the following changes: shortening the questionnaire, clarifying some questions and allowing for more explanatory text.

13. The final questionnaire would be circulated to Member States in summer 2011 to produce a first report or results for the ninth session of the Steering Committee.

VI. Communication strategy

14. The Bureau suggested engaging cities and communities which participated in large sports events, such as Sochi (Russian Federation) and the Olympic Games, to provide sustainable transport, e.g., increased walking and cycling. The experience from THE PEP relay race workshop in Batumi could be beneficial in that endeavour.

15. The Bureau tasked the secretariat with developing communication and advocacy material for use by THE PEP focal points in accordance with the newly adopted communication strategy. For the topic of safe and healthy walking and cycling in urban areas, the communication and advocacy material and activities from the Batumi workshop should be used as a starting point. Other topics to be covered included policy integration and economic benefits of sustainable transport.

16. Key communication messages and mixes need to be mapped and adapted to the various target groups. However, the Bureau also suggested developing one overarching theme that could be turned into target-group-specific slogans.

17. The Bureau requested the secretariat to explore the possibilities of updating THE PEP publication *Working Together for Sustainable and Healthy Transport: Guidance on Supportive Institutional Conditions for Policy Integration of Transport, Health and Environment*, with new and practical examples from the previous workshops in Chisinau, Skopje and the upcoming workshop in Kiev.

VII. Ministerial letters and contacts with focal points

18. The Bureau was informed about the letters sent from THE PEP secretariat to all ministers of health, environment and transport in the UNECE-WHO/Europe region, raising awareness of THE PEP and asking for contributions. The following member States had so far replied, either orally or in writing, expressing interest in THE PEP: Armenia, Austria, Belgium, Iceland, Kyrgyzstan, Kazakhstan, Norway, Republic of Moldova, Romania and United Kingdom.

VIII. Relay race workshops

19. The Bureau reflected on THE PEP relay race workshops held in 2009 and 2010 and suggested to continue to orient them to focus more on local rather than regional issues, and to allow for shifting of the geographical focus to Western Europe. It was expected that that would also make concrete outcomes more feasible and facilitate follow-up activities, which in turn would increase the footprint left behind by the workshops. Results of follow-up activities should be presented at the next workshop, e.g., actions taken in Batumi as a result of the technical visit and the workshop.

20. It was further suggested to increase efforts to engage international financing institutions in the workshops and in particular in possible follow-up projects.

21. Depending on the local situation, future workshops should continue to focus on the two parallel themes of THE PEP relay race (integrated policy approaches to sustainable mobility and safe and healthy walking and cycling in urban areas). Workshops themes should be chosen to maximize impact by considering the feasibility of changes as well as the potential for improvements in sustainable transport.

22. The representative of Belgium indicated the possibility of Belgium hosting a THE PEP relay race workshop in 2012 during Belgium's membership in the Environment and Health Ministerial Board. Member States were invited to express interest in hosting a relay race workshop in 2011 and 2012.

23. The secretariat would explore the possibility of compiling a manual on safe and healthy walking and cycling in urban areas on the basis of the results of the Pruhonice and Batumi workshops (September 2009 and September 2010, respectively).

IX. THE PEP side event at the seventh "Environment for Europe" Ministerial Conference

24. The Bureau discussed the possibilities of holding a side event on THE PEP during the Astana Ministerial Conference under the theme of green economy.

25. The secretariat would explore with the Committee on Environmental Policy how THE PEP could be profiled during the conference and how THE PEP could contribute to making the Conference more sustainable. Further discussions among the Bureau would take place by e-mail in early 2011, also based on the availability of more information regarding logistical aspects of the Conference.

X. Other business

26. The secretariat informed the Bureau on current efforts to involve THE PEP in the upcoming 2011 International Transport Forum on the theme of transport for society.

XI. Dates of next Steering Committee and Bureau meetings

27. The Bureau confirmed the date and place for the ninth session of the Steering Committee: 17 November 2011, at the Palais des Nations in Geneva. The ninth session would be preceded by THE PEP 2011 Symposium on 16 November 2011, and followed by a Bureau meeting on 18 November 2011. The next Bureau meeting was scheduled for June 2011 in Rome. The secretariat would propose exact dates by e-mail in January 2011.
