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and Environment

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

**Fourteenth session**  
Geneva, 7–9 November 2016

### **Report of the Steering Committee of the Transport, Health and Environment Pan-European Programme on its fourteenth session and report of the thirtieth meeting of the Bureau**

#### Contents

	<i>Page</i>
I. Introduction .....	3
A. Attendance .....	3
B. Opening of the session and organizational matters .....	3
II. Outcome of the Transport, Health and Environment Pan-European Programme 2016 Symposium	4
A. What are the strengths, weaknesses, opportunities and threats to increasing policy support and investment in environment- and health-friendly cycling transport in the region?.....	5
B. What are the findings of a new study on jobs in green and healthy transport in the region?...	5
C. What are the trends in the region in investments and financing that contribute to the achievement of sustainable cycling transport?.....	6
D. What are the priorities for THE PEP in contributing to environment- and health-friendly cycling?	6
III. Initial discussions on the preparations for the Fifth High-level Meeting on Transport, Health and Environment. ....	7
IV. Implementing the Paris Declaration .....	7
A. National transport, health and environment action plans .....	7
B. THE PEP relay race .....	8

C.	THE PEP Partnerships .....	10
D.	THE PEP Academy .....	12
E.	Exploring new tools for the implementation of the Paris Declaration .....	13
V.	Managing the Transport, Health and Environment Pan-European Programme .....	13
A.	Monitoring progress on the implementation of THE PEP Priority Goals.....	13
B.	Communication strategy .....	14
C.	THE PEP Programme of work for 2016-2017 .....	14
D.	Financial matters.....	15
E.	Strengthening synergies with other international organizations and processes .....	15
VI.	Other business .....	16
VII.	Next meeting of the Steering Committee .....	16
Annex		
I.	Report of the thirtieth meeting of the Bureau.....	17
II.	Revised terms of reference for THE PEP Partnerships .....	20

## **I. Introduction**

1. The Steering Committee of the Transport, Health and Environment Pan-European Programme (THE PEP) held its fourteenth session from 7 to 9 November 2016 in Geneva, Switzerland.

### **A. Attendance**

2. Delegations from 20 member States of the United Nations Economic Commission for Europe (ECE) and the World Health Organization Regional Office for Europe (WHO/Europe) attended the meeting: Albania, Armenia, Austria, Azerbaijan, Belarus, Croatia, France, Georgia, Germany, Lithuania, Monaco, Norway, Republic of Moldova, Russian Federation, Serbia, Switzerland, the former Yugoslav Republic of Macedonia, Tajikistan, Ukraine and the United States of America.

3. From the United Nations system, representatives of the United Nations Environment Programme (UNEP) Regional Office for Europe and the World Health Organization (WHO) were present.

4. In addition, representatives of the following national, regional and international organizations and bodies, the private sector, civil society associations and academia participated: European Greenways Association; International Road Federation; Mobilidée; New Economics Foundation; and Transport and Environmental Policy Research.

### **B. Opening of the session and organizational matters**

5. Senior managers of ECE and WHO welcomed the participants.

6. In his opening address, the Director of the ECE Environment Division highlighted the role and potential of THE PEP in enhancing green economy and environmental governance across the region. To improve that potential, the links should be strengthened among the various implementing mechanisms, and stakeholders should make greater efforts to further engage universities and academic institutions.

7. The Director of the WHO Department of Public Health, Environmental and Social Determinants of Health stressed the evidence of a strong correlation between exposure to environmental hazards and health risks. THE PEP served as a good example with regard to innovative approaches to solving complex environment and health problems and provided good solutions not only for the European region, but also all over the world.

8. The Director of the ECE Transport Division highlighted the universal nature of THE PEP. Transport systems were becoming smarter and increasingly focused on artificial intelligence, raising new challenges and issues for policymakers.

9. The outgoing Committee Chair welcomed participants and recalled the main objectives of the session.

10. The Steering Committee adopted the agenda for the meeting, as prepared by THE PEP secretariat in consultation with the Bureau of the Steering Committee (ECE/AC.21/SC/2016/1–EUPCR1612201/4.1/SC14/1).<sup>1</sup>

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<sup>1</sup> Information about the meeting, including a list of participants and meeting documentation, is available on the meeting web page: [http://www.unece.org/index.php?id=40554#/.](http://www.unece.org/index.php?id=40554#/)

11. The Committee elected Mr. Ion Salaru of the National Centre for Public Health (Republic of Moldova), as Chair, representing the health sector. The Committee expressed its gratitude to the outgoing Chair, Ms. Nino Tkhilava of the Ministry of Environment and Natural Resources Protection (Georgia), for her effective work.

12. The Committee elected Mr. Vadim Donchenko of the Scientific and Research Institute of Motor Transport (Russian Federation) as Vice-Chair, provisionally designating him as the in-coming Chair for the Steering Committee's fifteenth session. In accordance with the amendment to the rules of procedure adopted at the eleventh session, Ms. Tkhilava was elected as Vice-Chair for the session.

13. The Committee discussed the composition of the Bureau and took note that Ms. Annette Gogneau (France) had retired and that Mr. Julien Fernandez had taken up her post for the remainder of her term. It then confirmed the remaining members, leading to the following composition of the Bureau:

(a) **Transport sector:** Mr. Vadim Donchenko (Russian Federation); Mr. Julien Fernandez (France); and Mr. Matthias Rinderknecht (Switzerland);

(b) **Health sector:** Mr. François André (Belgium); Mr. Mihail Kochubovski (the former Yugoslav Republic of Macedonia); Ms. Vigdis Ronning (Norway); and Mr. Ion Salaru (Republic of Moldova);

(c) **Environment sector:** Ms. Biljana Filipovic (Serbia); Mr. Robert Thaler (Austria); and Ms. Tkhilava (Georgia).

14. Considering that according to THE PEP rules of procedure the Bureau might consist of up to 15 members, the Chair invited member States to nominate additional Bureau members, especially from the environment and transport sectors.

15. The Chair informed the Committee of recent changes in the secretariat, in particular, a new representative of the WHO/Europe side of the secretariat.

16. The Steering Committee adopted the report of its thirteenth session (Geneva, 17–18 November 2015) and the report of the twenty-eighth meeting of the Bureau (Geneva, 19 November 2015) (ECE/AC.21/SC/2015/6–EUDCE1408105/1.6/SC13/6), together with the report of the twenty-ninth meeting of the Bureau (Copenhagen, 7–8 July 2016) (informal document No. 1).

17. The Bureau's thirtieth meeting was held back to back to the Steering Committee session, on 9 November 2016 (see annex I).

## II. Outcome of the Transport, Health and Environment Pan-European Programme 2016 Symposium

18. As agreed at its seventh session in 2009, the Steering Committee held a half-day symposium intended to stimulate debate on relevant issues involving the three sectors of THE PEP. THE PEP 2016 Symposium, "Contributing to economic development and stimulating job creation through investment in environment- and health-friendly transport", focused on THE PEP Priority Goal 1.<sup>2</sup> It consisted of a keynote address, two introductory presentations, statements from four panellists and a moderated discussion.

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<sup>2</sup> At the Third High-level Meeting on Transport, Health and Environment (Amsterdam, 22–23 January 2009), Governments agreed four Priority Goals to be reached by 2014 and concrete mechanisms to

19. A concept note prepared by the secretariat in cooperation with the Bureau outlined the main issues to be addressed during the 2016 Symposium (ECE/AC.21/SC/2016/3–EUPCR1612201/4.1/SC14/3).

20. The Symposium took place in the context of the historic developments of 2015 and 2016, including the adoption by the international community of the 2030 Agenda for Sustainable Development (2030 Agenda) and the Paris Agreement on climate change, and, regionally, the outcomes of the Eighth Environment for Europe Ministerial Conference. Participants highlighted the health, environment, economic, political and equity rationales for investment strategies in environment- and health-friendly active transport, particularly cycling, reviewed current cycling policy approaches and presented new data on the creation of cycling-related jobs in Europe. They also shared interventional approaches being used by WHO in urban settings globally and by regional non-governmental organizations in European Union member States and beyond and identified ways THE PEP could add value to those processes.

21. The keynote address was delivered by Mr. Griffin Carpenter, an environmental economist from the New Economics Foundation (United Kingdom). Presenters included Mr. Fulai Sheng, the Head of the Economic Research Unit at UNEP in Geneva, and Mr. Ian Skinner, the Director of Transport and Environmental Policy Research (United Kingdom). Panellists included Mr. Carlos Dora (WHO), Mr. Ed Lancaster (European Cyclist Federation), Ms. Mercedes Muñoz Zamora (European Greenways Association) and Mr. Louis-Phillippe Tessier (Mobilid e). Discussions were moderated by Mr. Franklin Apfel, World Health Communication Associates (United Kingdom).

22. The Symposium addressed several specific questions (see subsections A–D below).<sup>3</sup>

**A. What are the strengths, weaknesses, opportunities and threats to increasing policy support and investment in environment- and health-friendly cycling transport in the region?**

23. The keynote speaker identified a variety of enabling and hindering factors related to investment in environment and health friendly cycling transport. Enabling factors included enhanced well-being, increased local spending and economic growth, enhanced connection to the community, reduced urban sprawl, better health (decreased cardiovascular diseases, diabetes, respiratory diseases, etc.), decreased traffic congestion and accident risk, reduced pollution and greenhouse gases emissions, as well as political arguments (the 2030 Agenda, the Paris Agreement and the Batumi outcomes). On the other side, hindering factors included the emergence of new car-based transport models, such as car-sharing, increasingly automated electric vehicles and on-demand services, such as Uber,<sup>4</sup> which had become very cost-effective, and hence competed with public transportation and cycling options.

24. Mr. Griffin said the issue should be framed more broadly around the gender, equity and access issues of current car-based policies, and the engagement of tourism and economic development sectors. He also emphasized that positive social and local economic

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achieve them (see ECE/AC.21/2009/2–EUR/09/5086385/2, annex I). At the Fourth High-level Meeting (Paris, 14-16 April 2014), Priority Goal 5 was added.

<sup>3</sup> A programme for the Symposium listing all the speakers and their presentations is available on the meeting web page.

<sup>4</sup> Mention of the names of firms and commercial products does not imply the endorsement of the United Nations.

impacts included “happiness”. In the ensuing discussion, participants comments focused on exploring better ways to measure well-being or happiness related to cycling. In response, Mr. Griffin said that happiness was a subjective experience and talked about a “simple approach of asking people how they feel”. At the same time, he noted that the London School of Economics and Political Science had developed a “Mappiness” application<sup>5</sup>.

## **B. What are the findings of a new study on jobs in green and healthy transport in the region?**

25. The presenters reviewed the initial findings of the forthcoming joint report of UNEP, WHO/Europe and ECE entitled *Riding towards the Green Economy: Cycling and Green Jobs*.<sup>6</sup>

26. The report estimated that 435,000 new cycling-related jobs could be created if the 56 cities studied had the same modal share as Copenhagen — a major increase over previous estimates. The report also reflected a broadened understanding of cycling-related jobs, which included services using bicycles such as messengers, taxis, logistics, deliveries, bicycle hire schemes and parking.

27. The study also highlighted that investing in cycling increased the number of cycling-related jobs, as more cyclists needed more accessories, maintenance, repair and infrastructure support. Cycling tourism also emerged as an interesting trend and source of new jobs. Various promising examples were shared, e.g., cycling tourism had generated 70 per cent of new jobs in cycling in Austria and 47 per cent in France. Furthermore, indirect jobs (those in other sectors such as accommodation and food) and induced jobs (those created when the overall level of spending in the economy rises) could also have a significant potential.

28. It was mentioned that much of the data for THE PEP study had been gathered using a bottom-up approach, directly from cities and their authorities. However, the study concluded that data were not always easily available and comprehensive and more consistent data were needed.

29. Speakers and participants at the Symposium agreed that THE PEP should continue to broaden the evidence base for cycling and active transport, advocate for cycling-friendly policies and related green jobs and support member States with tools and training.

## **C. What are the trends in investments and financing in the region that contribute to the achievement of sustainable cycling transport?**

30. A WHO representative presented a new WHO-led urban health initiative that focused on helping cities to develop climate mitigation policies that would strengthen the capacities of the health sector to effectively engage with different constituencies and catalyse intersectoral partnerships linking transport, health and environmental actions at the local level.

31. The panellists called for improving data collection on the impacts of different modes of transport, including cycling, on job creation, economic growth, new technologies

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<sup>5</sup> See <http://www.mappiness.org.uk/>

<sup>6</sup> See the executive summary published by WHO, available from <http://www.euro.who.int/en/health-topics/environment-and-health/Transport-and-health/publications> and <http://www.euro.who.int/en/health-topics/environment-and-health/Transport-and-health/publications>.

(e-mobility and e-bikes), public health, emissions of greenhouse gases and air pollutants, traffic congestion and other areas. That data could be used to underpin a comprehensive socioeconomic cost-benefit analysis, comprising the positive and negative externalities of all modes of transport, including cycling.

32. In the discussion, speakers focused on the need for registration of vehicles and safety regulation with regard to e-mobility, including the safety of batteries, and speed limits for e-bikes.

#### **D. What are the priorities for THE PEP in contributing to environment- and health-friendly cycling?**

33. Speakers, presenters and panellists identified several priority action areas for THE PEP concerning environment- and health-friendly cycling, including the need to advocate for cycling-friendly policies and related green jobs at all levels of government and to recognize cycling as a mode of transport on the same level as motorized road transport, rail transport, aviation and shipping.

### **III. Initial discussions on the preparations for the Fifth High-level Meeting on Transport, Health and Environment**

34. The Steering Committee discussed the preparation for the Fifth High-level Meeting on Transport, Health and Environment, to be held in Vienna, including whether to hold the meeting as initially planned in spring 2019 or advance it to autumn 2018.

35. The Committee discussed the benefits and challenges of holding the Conference six months earlier. The representative of Austria clarified that the final decision of the Austrian Government was expected to be made between the end of 2016 and early 2017, and that it would be promptly communicated to the Committee and the secretariat.

36. The members of the Steering Committee underlined the importance of having concrete outputs and products for the High-level Meeting in order to engage more high-level representatives. One of the key outputs was to be the Pan-European Master Plan for Cycling Promotion along with assessment and monitoring tools, similar to the For Future Inland Transport Systems (ForFITS) and the updated Health Economic Assessment Tool (HEAT). It was also mentioned that more links should be made with the 2030 Development Agenda, efforts to combat climate change and the contribution of THE PEP to sustainable cities.

### **IV. Implementing the Paris Declaration**

37. The Committee was informed about the progress made in the framework of the four implementation mechanism of the Paris Declaration: national transport, health and environment action plans; THE PEP relay race; THE PEP Partnerships; and THE PEP Academy.

#### **A. National transport, health and environment action plans**

38. The Committee discussed the importance of the national transport, health and environment action plans, as the main national implementation mechanism of the Paris Declaration for all five THE PEP priority goals. They were not only plans per se, but could also be turned into continuous national transport, health and environment processes.

Although national transport, health and environment action plans might be developed as individual documents, they could also be part of a framework of policies and strategies on transport, health and environment (such as a national environment and health action plan, a children's environment and health action plan or a national environment action plan).

39. The secretariat informed participants that the Russian translation of the national transport, health and environment action plans manual had been completed, with support from the WHO Office in Kazakhstan, and made available through THE PEP website.<sup>7</sup> The proposed next steps included disseminating the manual through formal WHO and ECE channels and supporting countries in operationalizing it through THE PEP Academy.

40. The representative of Serbia expressed interest in developing a national transport, health and environment action plan and a need for support from the Steering Committee, adding that an official request for support would be addressed to the secretariat shortly after the meeting.

41. The representative of the Russian Federation noted that a transport, health and environment plan had been produced in the Russian Federation four years earlier, but as it had been mainly developed by the transport sector without the involvement of the health and environment sectors, it had never been implemented. However, in view of the fact that 2017 had been declared as the national year for ecology, the secretariat was invited to bring the subject of national transport, health and environment action plans to the attention of the Russian transport and health ministries.

42. The representative of Albania informed the Committee that in the country there were intersectoral documents regulating transport, health and environment, although they could not be considered to be national transport, health and environment action plan. The country would need support from the Steering Committee in reviewing existing documents and assessing whether to develop such a plan or to include missing elements in the existing policy documents. Another area where the country would need support was in the creation of a national group dealing with the three sectors of THE PEP.

43. The delegate of France reported that the country had started a national transport, health and environment action plan in 2014 and was planning to hold a mid-term evaluation in 2017. France stood ready to share its knowledge and experience with the members of the Steering Committee.

## **B. THE PEP relay race**

44. The Russian delegation reported on the results of a workshop on the development of non-motorized modes of transport as an alternative to the use of personal vehicles (Petrozavodsk, 29–31 May 2016), organized by the Ministry of Transport, the Scientific and Research Institute of Motor Transport and the City of Petrozavodsk in cooperation with the ECE and WHO/Europe.

45. The workshop had brought together 80 participants from national and municipal authorities, civil society and academia to discuss the benefits of non-motorized modes of transportation for health, environment and economy, along with the need for its integration in multimodal transport chains and for defining its place in national, regional and local

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<sup>7</sup> Christian Schweizer, Francesca Racioppi and Leda Nemer, *Developing National Action Plans on Transport, Health and Environment: A Step-by-Step Manual for Policy-makers and Planners* (Copenhagen, WHO Regional Office for Europe, 2014), available from <https://www.unece.org/index.php?id=37276>.



transport policy. In particular, the workshop sought to identify possibilities for adapting foreign experience in the area in the Russian Federation.

46. The representative of Austria presented the results of THE PEP workshop, “Decarbonisation – Zero emission mobility starts now!” (Vienna, 13–15 July 2016), organized by the Federal Ministry of Agriculture, Forestry, Environment and Water Management, the Federal Ministry of Transport, Innovation and Technology and the Federal Ministry of Health and Women’s Affairs (see informal document No. 2). The event had been held under the auspices of the THE PEP relay race in cooperation with ECE and the WHO/Europe. Further workshop partners had included the European Platform on Mobility Management, the Austrian Chamber of Commerce, the Austrian Automobile Club, the Austrian Federation of Municipalities and the Austrian Association of Cities and Towns.

47. The Vienna workshop had attracted more than 350 participants from 20 countries. National and international experts had discussed the necessity and feasibility of zero-emission mobility based on clean technologies and efficient mobility management in the long term and the willingness and readiness of industry for a step-by-step decarbonization of transport by 2050–2060. Economic challenges, but also economic opportunities and benefits for society of such a transformation to a low-carbon economy and decarbonized transport system, had been discussed. Best practices on eco-driving for cars, trucks, buses and locomotives from different countries had been demonstrated and shared.

48. The Russian delegation presented the results of another workshop (Vladivostok, 12–13 October 2016) organized under the auspices of THE PEP relay race on sustainable transport planning, using a modern perspective to solve transport problems in big cities and agglomerations. The workshop, which had brought together about 100 participants, had been organized by the Ministry of Transport, the Scientific and Research Institute of Motor Transport, Vladivostok State University and the City of Vladivostok in cooperation with ECE and WHO/Europe.

49. Participants at the Vladivostok workshop had discussed State policy in the field of transport planning and the role of the State and local authorities in achieving sustainable mobility in cities. They had also discussed the implementation of integrated solutions for ensuring an efficient and safe functioning of urban transport systems, including solutions in the field of development of cycling and other kinds of non-motorized transportation. Examples of modern approaches for the development of complex transport schemes of cities and agglomerations and good practices had also been shared with participants.

50. The workshop had included a role-playing game in which three teams had tried to solve the same problem from the alternative perspectives of car drivers, cyclists and walkers and public-transport users. Another outcome of the workshop had been the selection of two students from Vladivostok State University to be invited to the Youth Conference on Environment and Health (Vienna, 27–29 November 2016).

51. The Committee took note of the reports on the Petrozavodsk, Vienna and Vladivostok workshops, expressed its gratitude to the Russian and Austrian Governments and recommended the continuation of relay races and the sharing best practices and know-how.

52. In accordance with the practice to ensure a follow-up to previous THE PEP workshops, the representative of Lithuania reported on progress made following THE PEP relay race workshop on “Improvement of Sustainable Mobility for Better Health and Environment” (Kaunas, Lithuania, 24–25 September 2014). Following the workshop, the city municipality had built 6.1 kilometres of cycling paths, 373 metres of cycling ramps on city stairs and 10 new bicycle stands in public places. The city municipality had also made a decision to finance the construction of another cycling path in the city. Those measures

had given a great impetus to start awareness-raising activities for promoting physical activity, in particular among youth. In 2015, Kaunas had been nominated the “Cycling city of Lithuania”. From 2016, the city had launched a bicycle- and car-sharing service and, in less than one year, 150 shared bikes were now available in Kaunas; cars and bikes could be taken and left in the 30 parking stations.

53. Furthermore, a representative of the Russian Federation reported on progress made following the workshop on “Looking for Synergy: Integrating Transport, Urban Planning and the Use of Traffic Management Methods for Ensuring Sustainable Mobility and Healthy Urban Environment” (Irkutsk, 10–12 September 2015), held under the auspices of the THE PEP relay race. Following the workshop, with support of the United Nations Development Programme, the City of Irkutsk had started the development of infrastructure for cycling and modernization of the system of multimodal corridors and links between the main parts of the city.

54. The Committee took note of the reports and recommended the continuation of the relay race and its practical follow-up.

55. The representative of Germany presented plans for the next relay race, to be held in the framework of the International Cycling Conference. The Conference on the theme “Bridging the Gap between Research and Practice” (Mannheim, Germany, 19–21 September 2017) would take place on the occasion of 200-year anniversary of the invention of the “Draisine”, a velocipede, a forerunner of the bicycle. About 200 participants from national, international and municipal authorities, civil society and academia were expected to participate.

56. The International Cycling Conference would provide a platform for academics and practitioners involved in research and practice related to cycling and active mobility. The call for research papers for the Conference had been announced. It was expected that such contributions would cover cycling and walking in a broad context, e.g., touching also on other forms of active mobility, urban and environmental planning, health promotion and road safety management.

57. The German representative noted that the third day of the Conference would be devoted to THE PEP relay race, and provide a forum for discussion on how shaping urban infrastructure could support living space for people in future-oriented cities.

58. The Steering Committee welcomed the German Government’s hosting of the next relay race in Mannheim. The Chair recalled that the Bureau had discussed the possibility of holding a relay race in Ukraine in 2017. However, in view of already scheduled events for 2017, in particular, a relay race in September and the Sixth Environment and Health Ministerial Conference in June, the Committee advised Ukraine to organize the relay race in 2018. The representative of Ukraine reiterated the readiness of her country to host the relay race in 2018 in Lviv.

59. The Chair concluded by thanking the presenters and reconfirmed that relay races should be organized independently by member States and not increase the workload for the secretariat. He also proposed to further discuss the issue of the use of secretariat resources for the organization of relay races at one of the Bureau meetings.

### **C. THE PEP Partnerships**

60. The Chair recalled that, at its thirteenth session, the Steering Committee had requested the secretariat to further refine the terms of reference for THE PEP Partnerships, one of the main implementing mechanisms for achieving the five THE PEP Priority Goals (ECE/AC.21/SC/2015/6–EUDCE1408105/1.6/SC13/6, para. 33). The secretariat then

presented a proposed revision of the terms of reference (ECE/AC.21/SC/2016/6–EUPCR1612201/4.1/SC14/6), including new elements of the Paris Declaration and some editorial changes.

61. The Committee welcomed and approved the proposed terms of reference.

62. The Chair noted that, up to the time of the meeting, five Partnerships had been launched and invited participants to provide updates on progress made.

#### **Partnership on cycling**

63. The Chair recalled that in the Paris Declaration member States had been requested to develop a Pan-European Master Plan for Cycling Promotion within the framework of THE PEP Partnerships. THE PEP member States had established the Partnership on cycling, under the coordination of Austria and France, to elaborate the master plan. The representative of Austria highlighted the current status of development of the Partnership, presented the structure of the master plan, the draft list of recommendations and the planned timeline for further activities. So far, a total of 24 member States and the European Cyclists' Federation had actively participated in the Partnership. Steering Committee members were encouraged to identify further interest from additional member States to join THE PEP Partnership on cycling and to host the next Partnership meetings. The representative from the Russian Federation announced that his country was considering hosting one of the meetings of the Partnership.

#### **Partnership on health economic assessment**

64. The secretariat updated the Committee on the longest-running THE PEP Partnership — the Partnership on health economic assessment for walking and cycling,<sup>8</sup> which had been developed for transport and urban planners to integrate health considerations in economic analyses. The Partnership had developed the Health Economic Assessment Tool, which was being applied in the European Union. The project website had been visited about 700,000 times by over 41,000 visitors since 2011. The Health Economic Assessment Tool could provide powerful data to demonstrate how investing in active transport systems could yield significant health and economic benefits over a given time period. The secretariat informed the Committee about further development of the Tool, in particular, developing new modules on mortality from road traffic injury, morbidity and carbon. A new round of webinars were also being organized to provide online training on the use of the Tool. Countries supported the idea of the further development of the Health Economic Assessment Tool and emphasized the need for unifying the methods of data gathering and analysis.

#### **Partnership on eco-driving**

65. The representative of Austria updated the Committee on the latest developments on THE PEP Partnership on eco-driving (see informal document No. 4). Under the existing Partnership, a series of eco-driving courses had been delivered in several cities. Lessons learned from the pilot training courses, concrete proposals on how to make an eco-driving course more effective and future steps were presented. “THE PEP guidelines for eco-driving” were being developed, which would include elements for the certification scheme for trainers, a training programme for driving schools and training courses for companies and private drivers. The guidelines would be presented at the Fifth High-level Meeting on Transport, Health and Environment.

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<sup>8</sup> See [www.healthwalkingcycling.org](http://www.healthwalkingcycling.org).

#### **Partnership on environmentally healthy mobility in leisure and tourism**

66. The representative of Austria reported on THE PEP Partnership on environmentally healthy mobility in leisure and tourism (TRANSDANUBE), which aimed to contribute to the development of the Danube region by providing its visitors and inhabitants with climate friendly, low-carbon and low-emission, multimodal and efficient transport systems and sustainable tourism services. A number of activities had been implemented, and a follow-up project “Transdanube.Pearls – Network for Sustainable Mobility along the Danube” (see informal document No. 3 (b)) was currently being implemented. The project involved 10 partner countries represented by national ministries, regional and local authorities and transport and tour operators. The two and-a-half-year project would have a kick-off meeting in Serbia in February 2017.

#### **Partnership on jobs in green and healthy transport**

67. A representative of UNEP (a member of the Partnership) recalled that the second phase of THE PEP Partnership on jobs in green and healthy transport aimed at improving the understanding of the data on the jobs associated with cycling and adding to the evidence base. Updating the Committee on the major findings of the joint study by UNEP, WHO/Europe and ECE on cycling and green jobs (see paras. 25–29 above), she noted that the analysis had been undertaken using a large set of data from 35 cities. The final version of the publication would be published in English and Russian.

#### **Partnership on the integration of transport, health and environment concerns in spatial and urban planning**

68. Russian and French delegations reported on the Partnership on the integration of transport, health and environment concerns in spatial and urban planning, covering THE PEP Priority Goal 5. Two universities, one from the Russian Federation and one from France were already involved in the Partnership and activities for 2017 had been planned. The delegates of the Russian Federation and France invited other countries to join the Partnership. The representative of Norway expressed the country’s interest in supporting the implementation of Goal 5, noting that the implementation of that Goal was important for sustainable cities and communities. Norway was ready to share its experience and provide guidance in that regard. Representatives of member States expressed their interest in Norway compiling best practices in a manual and sharing that manual with other member States within THE PEP.

69. The Steering Committee considered the Partnership Descriptions (informal document No. 5) and thanked all members of the THE PEP Partnerships for their engagement and support. Lead countries of the Partnerships that had not already submitted Partnership Descriptions were asked to do so for the next Bureau meeting.

### **D. THE PEP Academy**

70. The Chair recalled that at the Fourth High-level Meeting member States had established THE PEP Academy as a new implementation mechanism for linking science, policy and practice. The Academy was to serve as a platform to strengthen capacities for integrating transport, health and environment and spatial planning, facilitating the uptake of new knowledge.

71. The secretariat presented a set of activities of THE PEP Academy, including further development and dissemination of THE PEP tools (e.g., the Health Economic Assessment Tool and ForFITS), for which resources were available, and also new activities, such as “THE PEP Summer School”, which could not be implemented owing to a lack of financial

and human resources. It was underlined that for the implementation of THE PEP Summer School a dedicated human and financial resource mobilization effort was required.

72. The secretariat recalled that at its twenty-ninth meeting the Bureau had reviewed the proposed activity workplan for THE PEP Academy and had brought it to the attention of the Steering Committee for adoption.

73. The Committee expressed its interest in the proposed activities for THE PEP Academy, which could also include steps to implement the Pan-European Master Plan for Cycling Promotion, to be done together with the Partnership on cycling. The Committee approved the proposal to change the period of the Academy programme of work from 2016–2018 to 2017–2018.

## **E. Exploring new tools for the implementation of the Paris Declaration**

74. The secretariat updated the Committee on the use of the ForFITS tool, which had been developed with the goal of enhancing international cooperation and planning on sustainable transport policies, with a particular aim of facilitating climate change mitigation. ForFITS assisted policymakers in making informed decisions about measures for the reduction of carbon dioxide emissions generated by the transport sector. The development of the tool had been funded by the United Nations Development Account and with the involvement of all the United Nations regional commissions.

75. The ForFITS tool had been applied for the first time within THE PEP framework at the local (Kaunas city) and national (Lithuania) levels. To quantify the effect of future urban policies in Kaunas, ForFITS had been used for projections of transportation activity and carbon dioxide emissions. Three alternative scenarios had been analysed. In addition, one more scenario could project the joint effect of all alternative scenarios.

76. Based on the Kaunas study, the secretariat illustrated the potential use of the ForFITS tool within the context of THE PEP in the implementation of the Paris Declaration. ForFITS could provide a robust and transparent framework, capable of analysing strategies that fostered the development of sustainable transport at the local and national levels and linking those strategies with policymaking decisions.

77. The members of the Steering Committee agreed that ForFITS could make a solid contribution to the implementation of the Paris Declaration and actively contribute to addressing climate change and promoting sustainable transport at the local, national and international levels, as enshrined in paragraphs 14 and 15 of the Paris Declaration. The representative of Norway underlined the importance of applying ForFITS on a more regular basis for achieving Priority Goals of THE PEP.

## **V. Managing the Transport, Health and Environment Pan-European Programme**

### **A. Monitoring progress on the implementation of THE PEP Priority Goals**

78. The Chair reminded the Committee that the questionnaire-based survey was the main reporting mechanism of THE PEP for monitoring the implementation of the Paris Declaration at the national level. THE PEP secretariat had conducted a regular survey among member States since 2011.

79. The secretariat presented the results of the questionnaire that had been circulated in September 2016 (informal document No. 7). The questionnaire had been distributed to all

member States of the ECE-WHO/Europe region that had at least one THE PEP focal point and 16 member States had responded.

80. The Steering Committee took note of the survey and discussed ways of encouraging more countries to submit the completed questionnaire. Some delegates recommended simplifying the format of the questionnaire. Some of the members of the Steering Committee suggested sending the questionnaire to the three responsible ministers along with the focal points.

81. The Steering Committee asked the secretariat to consider sending out the letters to all three ministries, calling on Governments to support their focal points in completing the questionnaire.

## **B. Communication strategy**

82. The Chair recalled that each year the secretariat proposed a list of communication opportunities for consideration by the Committee to increase the visibility of THE PEP. THE PEP communication activities also relied on THE PEP Clearing House.

83. The secretariat presented a list of proposed communication opportunities for THE PEP in 2017 (informal document No. 9). The communication events were planned in a balanced way between the three sectors of THE PEP. Besides THE PEP activities (the Bureau and Steering Committee meetings and relay race workshops), the secretariat identified upcoming potential opportunities for highlighting THE PEP, its activities and its tools at the international level in 2017.

84. As agreed at its thirteenth session, the secretariat provided an update on progress made for modernizing the architecture of THE PEP Clearing House and THE PEP website (informal document No. 8), recalling that the main objective of the Clearing House was to provide an Internet portal that brought together and facilitated the dissemination of a range of policy, legal and scientific information, including good practices, on issues relevant to transport, health and environment.

85. The Committee reiterated that the Clearing House should address the needs of countries in Eastern and South-Eastern Europe, the Caucasus and Central Asia, also by enabling access to Russian-speaking users. It welcomed the secretariat's report and requested the secretariat to finalize the design of the Clearing House and embed it in the upgraded website.

## **C. THE PEP programme of work for 2016–2017**

86. The secretariat presented a detailed programme of work for THE PEP, including activities carried out in 2016 and planned work for 2017 (ECE/AC.21/SC/2016/4–EUPCR1612201/4.1/SC14/4). The Chair invited the Committee to consider and adopt its programme.

87. The Committee reviewed the activities completed in 2016 and adopted its programme of work for 2017. It also requested the secretariat to prepare the agenda, report and up to five background documents, including a concept note for THE PEP Symposium, for its fifteenth session.

## **D. Financial matters**

88. The secretariat informed the Steering Committee about the amount and use of extrabudgetary funds made available to ECE and WHO/Europe in 2015 and 2016 (ECE/AC.21/SC/2016/5–EUPCR1612201/4.1/SC14/5).

89. The Chair called upon member States to provide adequate resources to THE PEP to fund the work identified in the decisions taken by the Committee.

90. The Steering Committee welcomed the pledges by Austria, Norway, Serbia and Switzerland to continue financially supporting THE PEP activities. It also expressed its gratitude to the member States and organizations that provided in-kind support, e.g., through the organization of meetings, the provision of technical expertise and the translation of THE PEP publications.

## **E. Strengthening synergies with other international organizations and processes**

91. The Chair recalled that the secretariat had informed THE PEP Bureau at its twenty-ninth session about the preparations for the Sixth Ministerial Conference on Environment and Health (Ostrava, Czechia, 13–15 June 2017). The outcome of the Ministerial Conference was expected to be results-oriented, with very few and targeted commitments. THE PEP Steering Committee and Bureau were invited to consider how and to what extent THE PEP could be involved in the preparation and outcome of the Ministerial Conference.

92. The secretariat presented a number of ways THE PEP could collaborate with the European Environment and Health Process in view of the Sixth Ministerial Conference (informal document No. 10), in particular, through participation of members of THE PEP Steering Committee at the Ministerial Conference on issues related to THE PEP.

93. The Steering Committee discussed the following proposals:

(a) Organizing a side event of THE PEP and an exhibition at the Sixth Ministerial Conference;

(b) Holding a meeting of THE PEP back to back to the Ministerial Conference;

(c) Providing input to the draft Ministerial Declaration to be adopted at the Conference.

94. The Committee agreed to pursue all three proposals, and recommended transmitting them to the European Environment and Health Task Force for consideration at its sixth meeting (Vienna, 29–30 November 2016).

95. The secretariat further informed the Committee about events to celebrate the seventieth anniversary of the Inland Transport Committee. Transport ministers from the ECE region and beyond would gather for a ministerial meeting (Geneva, 21 February 2017). The secretariat suggested the inclusion of THE PEP in the ministerial resolution to be adopted at the meeting.

96. The Head of the Housing and Land Management Unit of the Forests, Land and Housing Division provided an update on the latest developments in the work of the Committee on Housing and Land Management, in the context of the New Urban Agenda adopted at the United Nations Conference on Housing and Sustainable Urban Development (Habitat III) (Quito, 17–20 October 2016) and the 2030 Agenda. She also reported on the outcomes of the special session of the Committee (Geneva, 1–2 December 2016) and the preparations for the ministerial segment, which was to be organized during the Committee's

regular session in 2017. The Committee's activities on sustainable urban development presented possibilities for cooperation and synergies with THE PEP activities for the implementation of Priority Goal 5. She also drew attention to joint work on Smart Sustainable Cities with the International Telecommunications Union and the development of key performance indicators for smart cities.

97. The secretariat informed the Steering Committee about a side event, "Creating the liveable, inclusive and healthy city" (Leipzig, Germany, 18 May 2016), organized at the International Transport Forum by a network of European cities and regions working together to develop innovative technologies and policies for local transport.

98. The event had aimed to raise the awareness among International Transport Forum delegates (i.e., ministers, national delegates, information technology transport-related service providers and the representatives of the transport industry) about the link between public health and transport. The event had provided an opportunity to present city-led good practice examples of active travel promotion and introduce the Health Economic Assessment Tool. The event had been financially supported by the Physical Activity Through Sustainable Transport Approach (PASTA) project.

## **VI. Other business**

99. The representative of Austria announced that Vienna would host the International Youth Conference (27–29 November 2016) with the participation of about 70 youth representatives from more than 30 countries. Participants at the Youth Conference would discuss proposals on how to strengthen the involvement of youth representatives in decision-making, and how youth could help to implement environment and health activities and support THE PEP in view of the upcoming Fifth High-level Meeting. It was important to engage youth representatives in both the decision-making on and implementation of activities related to environment and health. Delegates were invited to support the involvement of youth, in line with paragraph 17 of THE PEP Paris Declaration.

100. The Committee welcomed the involvement of youth in decision-making on environment and health activities.

## **VII. Next meeting of the Steering Committee**

101. The Steering Committee agreed that its fifteenth session (including THE PEP 2017 Symposium) would be held at the Palais des Nations in Geneva from 6 to 8 November 2017. The meeting would begin with THE PEP 2017 Symposium on the afternoon of 6 November, followed by the Steering Committee meeting on 7 November and the morning of 8 November, and concluding with a meeting of the Bureau on the afternoon of 8 November 2017.

102. The Steering Committee asked the secretariat, in consultation with the Bureau, to produce a report of the fourteenth session of the Steering Committee.



## **Annex I**

### **Report of the thirtieth meeting of the Bureau**

#### **I. Participation and organizational matters**

1. The thirtieth meeting of the Bureau of THE PEP Steering Committee was held on 9 November 2016 at WHO headquarters in Geneva. It was chaired by the Chair of THE PEP Steering Committee, Mr. Ion Salaru, National Centre for Public Health (Republic of Moldova), and co-chaired by Ms. Nino Tkhilava (Georgia) and Mr. Vadim Donchenko (Russian Federation). The following additional members of the Bureau attended the meeting: Mr. Julien Fernandez (France); Ms. Biljana Filipovic (Serbia); Mr. Mihail Kochubovski (the former Yugoslav Republic of Macedonia); Mr. Matthias Rinderknecht (Switzerland); and Mr. Robert Thaler (Austria).

2. The joint secretariat was represented by members of the ECE Environment and Sustainable Transport Divisions and WHO/Europe.

3. The Bureau discussed the composition of the Bureau and noted that more efforts were needed to engage representatives of the transport and environment sectors.

#### **II. THE PEP Symposium**

4. The Bureau considered the conclusions of THE PEP 2016 Symposium and reconfirmed the importance of such events.

5. The Bureau decided that the 2017 Symposium would focus on THE PEP Priority Goal 2 “To manage sustainable mobility and promote a more efficient transport system”. Bureau members suggested looking at the topics of urban mobility, sustainable and healthy mobility choices and mobility management policies encouraging non-motorized travel. Members of the Bureau underlined the importance of agreeing a concrete definition of “mobility management”. In addition, Bureau members expressed interest in discussing a future vision for transport systems. As the Austrian member noted, results of a survey in his country had indicated that 70 per cent of the population expected the quality of transport systems to worsen over the coming years.

6. Finally, Bureau members agreed that the 2017 Symposium needed to have concrete outcomes that could be submitted to the Fifth High-level Meeting on Transport, Health and Environment.

#### **III. Initial discussions on the preparations for the Fifth High-level Meeting**

7. The Bureau continued the discussion on the preparation for the Fifth High-level Meeting. It was underlined that once the Austrian Government decided on the date of the meeting, the Bureau should start proposing more concrete measures for the preparations.

8. Bureau members intensively discussed the possible structure and main topics of the Meeting. It was suggested that it should address concrete questions, such as: what should countries stop doing?; what should countries start doing?; and how could THE PEP assist countries?

## **IV. Implementing the Paris Declaration**

### **THE PEP relay race**

9. Bureau members emphasized that THE PEP relay race was the most active of all the tools currently being implemented, and recommended the continuation of its active support.

10. The member from the Russian Federation noted that one of the factors hindering the promotion of cycling as a transport mode in his country was that it was not considered as a mode of transport and the issues related to cycling were not included in the responsibilities of the Ministry of Transport. The secretariat discussed the possibility of including a question about whether cycling was considered by Governments as a mode of transport, and whether ministries of transport or other ministries were responsible for cycling issues, in the annual questionnaire.

11. The Chair invited member States to continue organizing relay races. Furthermore, he informed the Bureau that his country, the Republic of Moldova, was exploring the possibility of organizing a relay race in 2018.

### **THE PEP Partnership**

12. The Bureau continued the discussion about THE PEP Partnerships. The member from the Russian Federation expressed concern regarding the methodology used in the Health Economic Assessment Tool for assessing the value of a human life. In particular, as statistically life expectancy in the Russian Federation was comparably less than that in European countries, he wished that methodologies for calculation could be harmonized. The secretariat clarified the methodology underpinning the Tool, which had been developed in close collaboration with the Organization for Economic Cooperation and Development. It also clarified that, whenever appropriate, member States should use national values.

13. The Chair reiterated the earlier request from the secretariat to the lead countries of the Partnerships to submit their Partnership Descriptions before the next Bureau meeting.

## **V. Managing the Transport, Health and Environment Pan-European Programme**

### **Monitoring progress on the implementation of THE PEP Priority Goals**

14. The Bureau considered the electronic questionnaire as an effective tool for regular monitoring of THE PEP implementation. Overall, 30 per cent of member States had submitted the questionnaire in 2016. Information gathered was essential for reporting back on implementation of THE PEP.

15. The secretariat underlined that, as in previous years, to a large extent, replies had been received from countries more actively engaged in THE PEP implementation, through the various THE PEP implementation mechanisms. That was a clear indicator that direct engagement and involvement in THE PEP provided added value to member States. However, there was still a need for investigating the challenges and limitations that non-engaged countries faced in the process, in order to identify and address those aspects through THE PEP work programme.

16. Some members of the Bureau discussed the complicated nature of the questionnaires. The secretariat invited countries to suggest ways to make the questionnaire more user-friendly.

## **VI. Other business**

17. The representative of Austria suggested that the secretariat send out letters to all three ministries of the ECE-WHO/Europe region, asking for nominations of THE PEP focal points in order to have the updated list of focal points by the Fifth High-level Meeting on Transport, Health and Environment.

## **VII. Next meeting of the Bureau**

18. The Bureau agreed that the thirty-first meeting of the Bureau would take place on 4 and 5 July 2017 at the WHO/Europe premises in Copenhagen.

## Annex II

### 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).<sup>9</sup> At the Fourth High-level Meeting on Transport, Health and Environment (Paris, 14–16 April 2014) THE PEP member States reaffirmed 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).<sup>10</sup>

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.<sup>11</sup>

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;

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<sup>9</sup> See the report of the Third High-level Meeting or the Amsterdam Declaration (publication), both available from <http://www.unece.org/index.php?id=2519#/>.

<sup>10</sup> Available from <http://www.unece.org/index.php?id=31244#/>.

<sup>11</sup> See also *The Pan-European Programme on Transport, Health and Environment: Assessment and Progress Made* (ECE/AC.21/2), available from <http://www.unece.org/index.php?id=2527>.

- (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.

## **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.