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HIGH-LEVEL MEETING ON TRANSPORT, ENVIRONMENT AND HEALTH
THE PEP Steering Committee
(First session, 10-11 April 2003)

DRAFT

**TRANSPORT RELATED HEALTH IMPACTS AND THEIR COSTS AND BENEFITS
WITH A PARTICULAR FOCUS ON CHILDREN**

Introductory note from the WHO and UNECE secretariat

1. This paper has been prepared by Austria, France, Malta, Netherlands, Sweden, and Switzerland for submission to the Steering Committee of the Transport Health and Environment Pan-European Programme (THE PEP) at its first session, 10-11 April 2003, under agenda item 4 (c) on "Implementation of THE PEP work plan".
2. It presents a joint project, which builds on and expands further the work that has already been carried out within the framework of the London Charter, with the objective of promoting progress in the valuation of the costs of transport-related health effects. It contributes thereby to one of the key priority areas identified in THE PEP, the demand side management and modal

shift, through “Promotion, implementation and review of policies designed to internalise the health and environmental externalities generated by transport activities”¹.

3. Furthermore, in putting emphasis on the transport related health effects and costs for children, the joint project promotes another key activity in THE PEP work plan, i.e. “Special care for groups at high risks, in particular children”².

4. The Steering Committee may wish to consider the project, as described in this paper. It may also wish to explore ways to extend its scope to cover the interests of the whole region and to promote it at the pan-European level. The delegations are invited to consider their possibilities to contribute to the implementation of the project.

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Contribution by Austria, France, Malta, the Netherlands, Sweden and Switzerland to the implementation of the UNECE - WHO Transport, Health and Environment Pan-European Programme (“THE PEP”)

I. BACKGROUND

5. This joint exercise will build upon and expand the positive experiences and results as well as the promising impulse achieved within the trilateral Austria-Switzerland-France cooperation on health costs due to road traffic-related air pollution within the frame of the WHO London Conference in 1999. Austria, France, Malta, the Netherlands, Sweden and Switzerland have agreed on further and intensified cooperation in the field of assessment of the transport related health impacts and their costs and benefits, thus contributing to the implementation of the UNECE - WHO Transport, Health and Environment Pan-European Programme (THE PEP)³ in particular contributing to the following PEP-priorities:

¹ ECE/AC.21/2002/9-EUR/02/5040828/9, Annex I, Action II.4.

² ECE/AC.21/2002/9-EUR/02/5040828/9, Annex I, Action III.5

³ The Transport, Health and Environment Pan-European Programme (THE PEP) was adopted at the second High Level Meeting on Transport, Environment and Health, held in Geneva on 5 July 2002. THE PEP focuses the relevant UNECE and WHO/Euro activities on a number of key priorities selected from the WHO Charter on Transport, Environment and Health (TEH), and the UNECE Vienna Programme of Joint Action (POJA) and provides a rationalised framework for their joint implementation .

- Promotion, implementation and review of policies designed to internalise the health and environmental externalities generated by transport activities.
- Special care for groups at high risk, in particular children.

6. As stated above, the main focus will be set on transport related health effects and health costs for children. The conceptual policy formulation and assessment should be done by collecting and analysing best available expertise and state-of art knowledge. This will be presented and discussed in a series of workshops analysing health costs/benefits of transport, based on broad international expert knowledge, as well as case studies. The initiative intends also to provide an input to the preparation of the 4th Ministerial Conference on Environment and Health “The future for our children” (Budapest, 2004), and the Children’s Health and Environment Action Plan, by contributing to achieve in depth knowledge to substantiate recommendations on actions to be taken and gaps to be filled in relation to the impacts of transport on children’s health through air pollution, noise, physical activity, and psycho-social effects.

II. OBJECTIVES

7. The main objectives of the project are as follows :

- a) To shed new light on the costs of transport related health impacts which so far have not been included in economic valuations, such as those related to noise, physical activities and psycho-social impacts by:
 - Reviewing the state of the art with respect to methods for assessing the exposures, effects and costs of transport related health impacts;
 - Identifying research gaps;
 - Recommending next steps in research and policy action;
- b) To look in particular at available evidence and methodological issues of assessing the health effects of transport on children, and the related policy implications.
- c) To carry out, where feasible, national case studies producing estimates of transport related health costs through noise, air pollution, psycho-social impacts and physical activities.
- d) To contribute to the development of WHO-Guidelines for the economic valuation of transport related health effects.

III. OUTCOMES AND BENEFITS

8. As results of this project a synthesis report on the transport related health impacts and costs in particular for children will be developed, and a recommendation for a guideline for the assessment of health costs and benefits of transport, environment and health related policies and interventions under the specific focus on children will be provided.

9. The results of this project will be presented to THE PEP Steering Committee as well as at the 4th Ministerial Conference on Environment and Health in Budapest in 2004. The audience for the exercise are those involved in estimating transport-related health costs such as economists, epidemiologists, and experts in transport planning departments.

10. The exercise will summarize and critically review available methods for the assessment of transport-related health costs, point out the limitations of present tools, make recommendations for choice of methods, provide practical guidance for their implementation, and give examples of good practice. The results will be published and disseminated broadly. The output of this project is based on 4 workshops, each of which dealing with a specific topic, as illustrated in the paragraphs below.

IV. ORGANIZATION AND WORKPLAN

11. The project will be developed through a series of reviews and workshops. The following member States have agreed to take a leading role for the development of work, as follows:

- **Austria:** Overall project co-ordination; psycho-social impacts
- **France:** Air pollution
- **Sweden:** Methods for the monetarization of different transport-related health costs
- **Switzerland:** Physical activity
- **The Netherlands:** Noise
- In addition, **Malta** has expressed the interest to participate in the project by hosting one of the workshops.

12. The subject matters listed above should be complemented by a review of the state of the art regarding the impacts and costs of injuries and climate change. However, this depends on

possible contribution from WHO or other countries volunteering to take a leading role for the development of these two important items.

13. For each topic, reviews will be produced regarding the “state of the art” with respect to exposures, health effects, economic valuation. This would include a review of methods used, their strengths and weaknesses, and information necessary/available in view of carrying out economic valuations. In producing the reviews, special focus will be given to children-related issues. Reviews will be developed taking into account the most recent developments at the international as well as national level (e.g. CAFÉ, AIRNET, WHO on-going work, UNITE, etc...). Reviews will be presented and critically discussed (peer review) in the course of four workshops.

a) **Workshop 1 “State of the Art I - Review of Exposures, Epidemiological Status – Health Impacts”** : Venue/Date: Austria, 24-25 April 2003.

b) **Workshop 2 “State of the Art II - Monetization of Health Effects”**:
Methodology and valuation : Venue/Date: Sweden, 12-13 June 2003.

c) **Workshop 3 “Issues Specific to Children”**: Issues, gaps, lessons learned and recommendations for further research and how to take into account children’s needs in transport policies : Venue/Date: The Netherlands, Mid-October 2003.

d) **Workshop 4 “Synthesis and Recommendations”** :Venue/Date: Malta, March 2004 (to be confirmed).

14. The workshop is open to the participation of member countries’ experts in these fields, governmental representatives including EC, international institutions (OECD, IFIs, etc) and NGOs with a view to interdisciplinarity as well as regional balance.. The outcome of each subject area should include aspects related to data collection and population’s exposure, epidemiological evidence and health impacts and monetization of health impacts with a particular focus on children. Each subject area will be represented under the leadership of one country and its national coordinator supported by international expert groups and the overall co-ordination group.

15. The overall organization of the project will be realized by a two level cooperation, consisting of: 1) the co-ordination group of the founders (governments of the participating countries as well as the WHO) and 2) thematic expert groups on each subject matter represented by national experts under contract and the national expert coordinators as well as the overall coordinator. The workshops will function as a peer review exercise.

V. DELIVERABLES

16. The deliverables of the project will include :

- a) Report on workshop 1 and 2 "State of the Art" is based on background papers and on the workshop conclusions and recommendations.
- b) Report on the results of workshop 3 "Issues Specific to Children" based on background papers and the workshop conclusions and recommendations.
- c) Synthesis report on the results of each subject matter and the final workshop "Synthesis and Recommendations" based on the reports of workshop 1, 2 and 3.
- d) Recommendations for the Budapest Conference ("Children's Action Plan") and a WHO-Guideline on economic evaluation of transport related health costs.

VI. TIMECHART

17. The timeframe will be late-2002 to mid-2004, as the final output "Guideline" should go as an input paper to the 4th Ministerial Conference on Environment and Health in Budapest 2004.

Phases	2002		2003				2004			
	III	IV	I	II	III	IV	I	II	III	IV
1 Project Preparation										
2 "State of the Art I - Health Impacts"										
Input Papers / Workshop 1 "State of the Art - Health Impacts" / Output Papers										
3 "State of the Art II - Monetization of Health Effects"										
Input Papers / Workshop 2 "State of the Art - Monetization of Health Effects" / Output Papers										
4 "Issues Specific to Children"										
Input Papers / Workshop 3 "Issues Specific to Children" / Output Papers										
5 Synthesis										
Workshop 4 "Synthesis and Recommendations"										
6 Final Outcome										
Presentation in the UN/ECE - WHO Steering Group TEH										
Presentation at the WHO Budapest Conference										

VII. CONTRIBUTION OF COUNTRIES

18. Participating member States will support the costs for the development of the work according to their area of leadership. Support would cover expenses related to:

- person-time of national experts,

- access to international expertise,
- organization of the workshops,
- case studies (where feasible).

VIII. PUBLICATION AND DISSEMINATION OF RESULTS AND AGREEMENT

19. All activities as regards publication and dissemination of results will be undertaken in a coordinated way and need the approval of the co-ordination group.
