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High-level Meeting on Transport, Health  
and Environment

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

**Sixteenth session**

Geneva, 12–14 December 2018

**Report of the Steering Committee of the Transport, Health  
and Environment Pan-European Programme on its sixteenth  
session and Report of the thirty-fourth meeting of the Bureau**

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## I. Introduction

1. The Steering Committee of the Transport, Health and Environment Pan-European Programme (THE PEP) held its sixteenth session from 12 to 14 December 2018 in Geneva.

### A. Attendance

2. Delegations from the following 28 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: Armenia, Austria, Azerbaijan, Belarus, Belgium, Croatia, Czechia, France, Georgia, Germany, Hungary, Ireland, Kazakhstan, Kyrgyzstan, Lithuania, Luxembourg, Malta, Netherlands, North Macedonia, Norway, Republic of Moldova, Russian Federation, Serbia, Slovakia, Sweden, Switzerland, Tajikistan and Ukraine.

3. From the United Nations system, representatives of the International Labour Organization (ILO) 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 Cyclists Federation; European Environment and Health Youth Coalition; Institute for Biomedical Research and Sport Epidemiology (France); Municipality of Rimini (Italy); Republic and Canton of Geneva (Switzerland); Sustrans Scotland (United Kingdom of Great Britain and Northern Ireland); Tour de Force (Netherlands); and World Health Communication Associates (United Kingdom).

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

6. The secretariat informed the Steering Committee about changes concerning the work of WHO/Europe. The activities of WHO/Europe under THE PEP were being moved to the WHO European Centre for Environment and Health in Bonn, Germany. That change reflected the recent appointment of Ms. Francesca Racioppi as the new Head of the Centre and the consolidation of all WHO European activities on environment and health in the Bonn office.

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

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

8. The outgoing Chair, Mr. Vadim Donchenko (Russian Federation), welcomed participants and highlighted the importance of the session in view of the Fifth High-level Meeting on Transport, Health and Environment, scheduled to take place in Vienna, from 22 to 24 October 2019.

9. The Steering Committee adopted the agenda for the meeting, as prepared by the secretariat in consultation with the Bureau of the Steering Committee (ECE/AC.21/SC/2018/1–EUPCR1814179/2.1/SC16/1).<sup>1</sup>

10. The Committee elected Mr. Robert Thaler (Austria), representing the environment sector, as Chair. The Committee expressed its gratitude to the outgoing Chair for his work.

11. The Committee elected Ms. Vigdis Ronning (Norway), representing the health sector, as Vice-Chair, provisionally designating her as in-coming Chair for the Steering Committee's seventeenth session. In accordance with the amendment to the Rules of Procedure of the Steering Committee adopted at the eleventh session, Mr. Donchenko was elected as Vice-Chair for the present session.

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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 at <https://thepep.unece.org/events/16th-meeting-pep-steering-committee>.

12. The Committee discussed the Bureau's composition and elected the following members of the Bureau:

(a) Transport sector: Mr. Donchenko, Mr. Julien Fernandez (France) and Mr. Matthias Rinderknecht (Switzerland);

(b) Health sector: Mr. François André (Belgium), Mr. Mihail Kochubovski (North Macedonia); Ms. Ronning and Mr. Ion Salaru (Republic of Moldova);

(c) Environment sector: Ms. Biljana Filipovic (Serbia), Mr. Mario Fruianu (Netherlands), Mr. Thaler and Ms. Nino Tkhilava (Georgia).

13. According to the rules of procedure of THE PEP, the Bureau might consist of up to 15 members. The Chair therefore invited member States to nominate additional Bureau members.

14. The Committee adopted the report of its fifteenth session (Geneva, 6–8 November 2017) and the report of the thirty-second meeting of the Bureau (Geneva, 8 November 2017) (ECE/AC.21/SC/2017/2–EUPCR1612201/4.4/SC15/2), together with the report of the thirty-third meeting of the Bureau, held in an open-ended form, as an extended Bureau (Vienna, 10 and 11 July 2018) (informal document No. 1).

15. The Bureau's thirty-fourth meeting, held in an open-ended form, as an extended Bureau, was organized back-to-back with the Committee session, on 14 December 2018 (see annex I).

## II. Outcome of the 2018 Symposium

16. As agreed at its seventh session in 2009, the Steering Committee held a half-day symposium to stimulate debate on issues involving the three sectors of THE PEP. The 2018 Symposium "Achieving multiple benefits through active mobility: reduced emissions and noise, better environment and improved human health" focused on Priority Goal 3 (to reduce emissions of transport-related greenhouse gases, air pollution and noise). Recent historic developments, such as the adoption, in 2015, of the 2030 Agenda for Sustainable Development (2030 Agenda)<sup>2</sup> and the Paris Agreement,<sup>3</sup> underscored the relevance of Priority Goal 3 and framed the topics discussed during the Symposium. The Symposium was held back-to-back with a meeting of THE PEP Partnership on cycling promotion, hosted by the Republic and Canton of Geneva, in coordination with Austria and France, leaders of the Partnership.

17. The Symposium comprised two keynote addresses, statements from four panellists and a moderated discussion.

18. A concept note, prepared by the secretariat in cooperation with the Bureau, outlined the main issues to be addressed (ECE/AC.21/SC/2018/3–EUPCR1814179/2.1/SC16/3).

19. The keynote addresses were delivered by Dr. Jean-François Toussaint, cardiologist and professor of physiology (Université de Paris Descartes, Paris) and Mr. Michael Walsh, independent international consultant. The panellists were Ms. Daisy Narayanan, Sustrans Scotland (United Kingdom); Mr Jérôme Gasser, City and Canton of Geneva; Ms. Roberta Frisoni, Municipality of Rimini, Italy; and Mr. Erik Tetteroo, APPM Management Consultants (Netherlands). Mr. Franklin Apfel, World Health Communication Associates, moderated discussions.

20. The Symposium addressed several specific questions, as described in the following sections.<sup>4</sup>

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<sup>2</sup> See <https://sustainabledevelopment.un.org/post2015/transformingourworld>.

<sup>3</sup> See [http://unfccc.int/paris\\_agreement/items/9485.php](http://unfccc.int/paris_agreement/items/9485.php).

<sup>4</sup> A programme for the Symposium listing all the speakers and their presentations is available on the meeting web page.

**A. What are the findings on the benefits of increasing active mobility in the region?**

21. The first keynote speaker focused on recent scientific data on the negative consequences of inactivity and the health benefits of active mobility at the individual, collective and environmental levels. Data showed that inactivity caused lower life expectancy, mental health problems and obesity. Increased active mobility was a condition for survival. More policy interventions promoting active mobility were urgently needed.

22. The second keynote speaker addressed health and environmental impacts of motor vehicles; major contributors to climate change, noise and air pollution. Air pollution was the sixth cause of premature death worldwide and a major factor in the rise in non-communicable diseases, although the use of electric cars could bring benefits.

23. The panellists discussed the importance of reframing policy discourse in line with a holistic vision, highlighting the benefits of increased active mobility in relation to citizens' quality of life and travel quality.

**B. How can policy overcome current health and environmental challenges?**

24. Speakers and panellists highlighted examples of policy progress. Case studies showed that, when a city provided more walking and cycling infrastructure, the level of physical activity of citizens increased.

25. Furthermore, implementing standards and regulation for fuel efficiency and introducing electric vehicles produced positive effects. However, panellists also acknowledged that:

- (a) There were still obstacles to scaling up electrification and technology transition, such as the cost of vehicles and the supply of battery components;
- (b) Air quality and noise continued to be a problem;
- (c) Carbon emissions continued to increase, as growth in the use of vehicles offset the benefits of other policies and technologies.

26. The panellists discussed initiatives and approaches at the national and subnational levels. Examples from Edinburgh (United Kingdom) (Edinburgh City Centre Transformation), the City and Canton of Geneva, the municipality of Rimini, Italy, and the Netherlands (Tour de Force) were presented. The panellists indicated key elements necessary for the design of effective policies and the implementation of strategies promoting active mobility.

**C. What can different stakeholders do to promote active mobility?**

27. Panellists stressed the importance of a multi-stakeholder approach and the inclusive formulation of policies to promote active mobility, including by tailoring policies and messages and working directly with communities to create what was best for them.

28. The availability of government funding for an increase in walking, cycling and multi-modality, a clear policy vision to steer local authorities in their investments and policy direction and the designing of well-connected infrastructure were considered important to make active mobility an easier choice.

29. Moreover, speakers and panellists highlighted the importance of sharing good practices, stating that THE PEP was a helpful platform in that regard. A key message from the panel was that true believers in sustainable mobility were needed, as was perseverance in promoting and implementing the messages of the Symposium 2018.

30. Furthermore, panellists and speakers encouraged cooperation with regional governmental and non-governmental organizations (NGOs) to support progress in developing infrastructure and services, influencing culture and behavioural change, conducting research and sharing experiences.

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

31. The Chair recalled that the Fourth High-level Meeting on Transport, Health and Environment decided to convene a Fifth High-level Meeting no later than 2020. The secretariat explained that the fifteenth session of the Steering Committee of THE PEP had marked the start of the preparations for the Fifth High-level Meeting and that the extended Bureau had continued discussions in July 2018. The Fifth High-level Meeting was to be held from 22 to 24 October 2019, in Vienna. The secretariat presented the draft concept note on the Fifth High-level Meeting on Transport, Health and Environment (ECE/AC.21/SC/2018/6–EUPCR1814179/2.1/SC16/6).

32. A representative of Austria informed the Committee that the three relevant Austrian Ministers were scheduled to open the High-level Meeting and that they were actively engaged in the preparation process, having formed an interministerial task force. The aim of Austria was to achieve the attendance of ministers and other high-level officials from the three sectors for the entire ECE and WHO/Europe region.

33. The Fifth High-level Meeting would take place at the United Nations Office at Vienna. There would be opportunities for side events and exhibitions.

34. The secretariat informed the Committee that save-the-date letters had been sent to member States.

35. The members of the Steering Committee discussed possible slogans for the High-level Meeting and entrusted the host country with the task of presenting a slogan to the next extended Bureau meeting.

36. Furthermore, the Committee discussed the following results of work under THE PEP since 2014, to be presented at the High-level Meeting:

- (a) The draft pan-European master plan for cycling promotion;
- (b) Guidelines for eco-driving;
- (c) The outcomes of the Transdanube Partnership;
- (d) The third phase of the study on jobs in green and healthy transport;
- (e) The study on THE PEP Priority Goal 5 (to integrate transport, health and environmental objectives into urban and spatial planning policies);
- (f) The outcomes of the Partnership on health economic assessment tools.

#### **A. Draft pan-European master plan for cycling promotion**

37. At its fifteenth session, the Steering Committee had decided that the draft pan-European master plan for cycling promotion should be presented at the High-level Meeting for adoption. Furthermore, the Committee asked the Partnership on cycling promotion to produce a shorter version of the draft pan-European master plan for negotiation by member States.

38. A representative of Austria, co-leader with France of the Partnership, updated the Committee on: meetings of the Partnership (Moscow, 7 February 2018, and Geneva, 11 December 2018) and meetings of topic leaders (Vienna, 11 and 12 June and 7 September 2018) related to the preparation of the draft master plan. The representative of Austria presented the revised draft of the master plan (ECE/AC.21/SC/2018/8–EUPCR1814179/2.1/SC16/8). The Steering Committee commended the Partnership's work.

39. The Committee agreed that the draft master plan should be presented at the High-level Meeting in its current format. The good practices from member States should be annexed to the master plan, as the recommendations were based on those good practices. Member States were invited to provide additional good practices.

40. Furthermore, the Committee provided general and detailed comments on the document and sought better alignment of the language versions. The Committee thanked the

representatives of Austria and France and requested the Partnership to prepare a new draft, to be ready before the meeting of the extended Bureau in spring 2019.

## **B. Guidelines for eco-driving**

41. The Chair recalled that the extended Bureau had reviewed the first draft of the executive summary for policymakers on Eco-driving framework requirements and recommendations (informal document no. 13) and suggested that it be presented for adoption at the High-level Meeting.

42. The Steering Committee reviewed the executive summary and provided comments, requesting the Partnership to prepare an updated version by the end of January 2019, for further comment and consultation in capitals. Furthermore, it decided to annex the executive summary to the draft declaration.

## **C. Outcomes of the Transdanube Partnership**

43. The Chair recalled that the Transdanube Partnership, co-financed by the European Union, aimed to contribute to the development of the Danube region by providing visitors and inhabitants with climate friendly, low-carbon, low-emission, multimodal and efficient transport systems and sustainable tourism services.

44. A representative of the Partnership informed the Steering Committee that it had reached its final stage and that a concluding meeting would take place in Vienna and Bratislava, on 13 and 14 May 2019, respectively.

45. Furthermore, the Partnership was considering extending the Partnership to other regions with a focus on green mobility and tourism.

46. The Steering Committee:

- (a) Expressed appreciation for the Partnership's work and the good results;
- (b) Invited the Partnership to report on the outcome of its work during the High-level Meeting;
- (c) Mandated the extended Bureau to consider, in preparation for the High-level Meeting, the possibility of creating a new partnership on sustainable mobility and tourism and invited countries from other parts of the ECE region to present their ideas.

## **D. Third phase of the study on jobs in green and healthy transport**

47. The secretariat recalled that France had initiated the third phase of the study on jobs in green and healthy transport and that the Steering Committee, at its fifteenth session, had created a steering group to prepare the study. The study was to focus on possible job creation when promoting public transport and electrification of vehicles.

48. Representatives of France and ILO presented an outline of the study.

49. The Steering Committee:

- (a) Expressed appreciation to France for the initiative and the financial support and thanked the steering group, ILO and the secretariat for their work;
- (b) Agreed that additional topics, such as automated driving, could be addressed in a future phase of the Partnership, requesting that automated driving and other emerging issues be mentioned in the introduction to the study;
- (c) Took note that the steering group would meet at the beginning of 2019 to finalize its work before July 2019;
- (d) Asked the secretariat to present the study at the High-level Meeting as an official document and to mention its outcome in the draft declaration. To allow for comments, the Committee requested the secretariat to make the draft study available sufficiently in advance of Bureau meetings.

50. The Russian Federation expressed its readiness to continue supporting the work after the High-level Meeting, so that further aspects of green mobility could be covered.

#### **E. Study on Priority Goal 5 (to integrate transport, health and environmental objectives into urban and spatial planning policies)**

51. The Chair recalled that, at its fifteenth session, the Steering Committee had decided to prepare a study under the Partnership on Goal 5 on practices and solutions in sustainable transport and urban planning, as proposed by the Russian Federation and the secretariat. The Committee mandated the Bureau to take a final decision on the study's scope. The Bureau had expressed support for the launch of the publication at the Fifth High-level Meeting.

52. A representative of the secretariat recalled that, at a round table on sustainable urban transport, in the framework of the ECE Inland Transport Committee Working Party on Transport Trends and Economics (Geneva, 4 September 2018), member States had discussed the study and created a questionnaire to collect information.

53. The secretariat encouraged member States to provide a description of good practices by completing the questionnaire before the end of January 2019 and provided a general outline of the study.

54. Furthermore:

(a) A representative of the Russian Federation suggested that the study could become part THE PEP Academy's work;

(b) A representative of the secretariat read out a message from the NGO Public Organization for Local Initiatives and Supports announcing the launch of a study in March 2019. The study aimed to explain the impact of active travel measures on physical activity and to provide evidence regarding innovative approaches that integrated health and road safety into urban and transport planning. The outcome of the study could feed into the study developed under the Partnership.

55. The Steering Committee:

(a) Thanked the Russian Federation for providing the resources to develop the study and welcomed it as one of the expected outcomes of the High-level Meeting;

(b) Welcomed the Public Organization for Local Initiatives and Supports as a new member of the Partnership on Goal 5 and its intention to contribute to the ongoing study;

(c) Requested the Partnership to send the Bureau an outline of the study by the beginning of April 2019 at the latest. It also requested the Partnership to send the focal points a first draft of the study by May 2019 and the final version before the meeting of the extended Bureau in July 2019.

#### **F. Outcomes from the Partnership on health economic assessment tools**

56. The secretariat recalled that the Partnership on health economic assessment tools had been developed to enable transport and urban planners to integrate health considerations into economic analyses. The secretariat reminded the Committee that a publication entitled *Health economic assessment tool (HEAT) for walking and for cycling: Methods and user guide on physical activity, air pollution, injuries and carbon impact assessments* was available in English, French and German.<sup>5</sup>

57. The secretariat stressed that the health economic assessment tools project was open-ended and would be updated in line with new scientific developments and according to member States' needs.

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<sup>5</sup> See [www.euro.who.int/en/publications/abstracts/health-economic-assessment-tool-heat-for-walking-and-for-cycling.-methods-and-user-guide-on-physical-activity,-air-pollution,-injuries-and-carbon-impact-assessments-2017](http://www.euro.who.int/en/publications/abstracts/health-economic-assessment-tool-heat-for-walking-and-for-cycling.-methods-and-user-guide-on-physical-activity,-air-pollution,-injuries-and-carbon-impact-assessments-2017).



58. The Steering Committee welcomed the presentation, hailing the health economic assessment tools project as another success story for THE PEP.

## **G. The Transport, Health and Environment Pan-European Programme and the 2030 Agenda for Sustainable Development**

59. At its fifteenth session, the Steering Committee had considered that the connection between THE PEP and the 2030 Agenda should be one of the themes of the High-level Meeting and one of the elements of the final declaration.

60. To support the connection between THE PEP and the 2030 Agenda, the secretariat presented a new publication entitled “Making THE (Transport, Health and Environment) link” (informal document No. 3). The publication highlighted the links between THE PEP and relevant Sustainable Development Goals and targets and provided the results of an analysis of how countries could advance the 2030 Agenda by working through THE PEP.

61. The Steering Committee welcomed the publication, asking that it be made available for the High-level Meeting. It also confirmed that the 2030 Agenda should have a prominent role at the Meeting.

## **H. Capacity-building activity in Central Asia**

62. The Chair recalled that, at its fifteenth session, the Steering Committee had requested the secretariat to investigate the possibility of holding a capacity-building activity in Central Asia.

63. A member of the secretariat informed the Committee about the activity “Strengthening the integration of health and environmental aspects into transport policies in Central Asian countries” (Almaty, Kazakhstan, 20 and 21 November 2018) (informal document No. 4). She summarized attendance, objectives and outcome and a feedback session held at the end of the event to allow Central Asian countries to identify their needs and provide input to the High-level Meeting.

64. The ECE secretariat of the Convention on Long-range Transboundary Air Pollution, the United Nations Development Programme Country Office in Kazakhstan and the Regional Environmental Centre for Central Asia co-organized the event with THE PEP secretariat. Additional financial support was received through the ECE Regional Adviser on the Environment.

65. The Steering Committee:

(a) Welcomed the event and the willingness of participants to continue with subregional and national activities on similar or more focused areas;

(b) Acknowledged the activities undertaken by countries in Central Asia to address issues covered by THE PEP;

(c) Acknowledged also the interest expressed by Azerbaijan and Georgia in the replication of a similar initiative in the Caucasus and invited member States to contact the secretariat for follow up;

(d) Thanked France, Norway and the Russian Federation for providing speakers and moderators for the event and encouraged member States to provide financial or in-kind contributions to enable further activities.

66. The Chair expressed appreciation for the active involvement in THE PEP of the member States in Central Asia, and for their engagement in the preparation of the Fifth High-level Meeting in Vienna.

## **I. Draft declaration of the Fifth High-level Meeting on Transport, Health and Environment**

67. The Steering Committee discussed the draft declaration for the High-level Meeting (ECE/AC.21/SC/2018/7–EUPCR1814179/2.1/SC16/7), as prepared by the ad hoc drafting

group established by the Bureau. It noted that the document was in English only, due to the late receipt of inputs from all members of the group.

68. The Steering Committee provided comments on the draft and recommended that:

(a) The declaration be streamlined, focusing on concrete objectives and actions, and the introduction be shortened. The first part should frame the challenges, highlighting the impact on health and the environment of the transport sector and presenting THE PEP as an instrument to address challenges. The second part should refer to other political declarations and the third part should outline the vision and commitments for the future;

(b) The message and the commitments be expressed more strongly and be forward looking. The health aspects should be further highlighted;

(c) Less space be given to cycling and to cities. More space should be given to multimodality and connections between cities and rural and peri-urban areas and among rural areas;

(d) The declaration highlight emerging issues — such as decarbonization, electrification, digitization, autonomous vehicles, mobility management and shared mobility — the contribution of THE PEP to the Paris Agreement, the green economy and job creation and the intensification of capacity-building;

(e) The link with the 2030 Agenda be made more explicit and more closely linked to the commitments made;

(f) More prominence be given to mandating the investigation of the potential for introducing an international legal instrument on THE PEP that would provide a legal basis for joint activities by the three sectors in member States;

(g) Appreciation to the host country be expressed.

69. In conclusion, the Steering Committee:

(a) Thanked the drafting group for its work and asked member States to provide written comments on the draft to the secretariat by the end of January 2019;

(b) Requested the drafting group to prepare a revised version so that the extended Bureau could finalize the draft by the end of July;

(c) Mandated the drafting group to prepare a draft programme of work for the period 2019–2024 and requested the extended Bureau to finalize it by July 2019;

(d) Recommended that all Bureau members join the drafting group.

## **J. Communication strategy**

70. The secretariat announced plans for a communication strategy promoting the High-level Meeting and a consultant presented suggestions (informal document no. 10) focused on raising THE PEP's visibility, targeting a broader audience and attracting political support from member States.

71. The representative of Germany announced that informal document No 3 “Making THE (Transport, Health and Environment) link could form part of the communication strategy, given that it was being translated into German as an in-kind contribution.

72. The Steering Committee discussed the suggestions contained in the informal document, concluding that there was a need to:

(a) Prepare an information package for the High-level Meeting on the importance of THE PEP in promoting safe and sustainable transport policies in the region. The information package should support the efforts of ECE and WHO/Europe focal points and communication officers to increase THE PEP's visibility nationally and internationally;

(b) Improve communications internally within the United Nations system;

(c) Identify target groups for THE PEP, which could include member States, international organizations, NGOs and members of the public. The type of communication used would differ according to the target group;

(d) Identify a way of informing ministers about THE PEP. That approach could increase both support for THE PEP and high-level attendance at the High-level Meeting;

(e) Position THE PEP as a platform for addressing issues such as climate change, air pollution and their consequences.

73. The Steering Committee requested that a cost estimate for implementing the proposal be included in informal document 10 and agreed to continue discussions thereon at the next Bureau meeting.

## **K. Programme of the High-level Meeting**

74. The Committee also requested the secretariat, in cooperation with the host country, to prepare the agenda, report and up to five background documents, including the draft declaration and the draft Pan-European master plan for cycling promotion, in the three ECE official languages for the High-level Meeting.

75. The Steering Committee mandated the extended Bureau, meeting at the end of the Steering Committee meeting, to discuss in more detail topics and the programme of the High-level Meeting.

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

76. The Committee received updated information on progress on the implementation mechanism not presented under the previous agenda item.

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

77. The representative of Serbia reported on a workshop organized to disseminate information on THE PEP among local authorities. He informed the Committee about the national working group's activities and its cooperation with NGOs, regions and cities. The Ministry of Environmental Protection was cooperating with Serbian regional development agencies to prepare a national cycling strategy. The representative reported on progress made in organizing a visit to France to observe good practices in establishing a national transport, health and environment action plan.

78. Representatives of Georgia and North Macedonia reported on preparations for, respectively, a national action plan on environment and health and a municipal-level transport strategy. A representative of France invited a delegation from Georgia to visit France to observe the implementation of the national transport, health and environment action plan.

79. Representatives of other member States provided updates on national processes linking the transport, health and environment sectors.

### **B. Relay race workshops**

80. A representative of the Russian Federation reported on the relay race workshop "Introduction of innovative green and healthy technical and technological solutions in road and urban passenger transport: global trends and opportunities". The workshop had been held on 23 October 2018, in St. Petersburg, the Russian Federation, during the XVII Annual Strategic Planning Leaders Forum of the Regions and Cities of Russia.

81. The secretariat reported on the relay race workshop "Active mobility - making the change towards a green and healthy urban transport environment" (Rimini, Italy, 9 November 2018), held during the "Ecomondo" international conference.

82. The Steering Committee thanked the presenters for the reports and:

(a) Thanked both cities for hosting the relay race workshops, noting that Rimini had been the first Italian city to do so;

(b) Reconfirmed the importance of relay race workshops for THE PEP;

(c) Observed that: there should be closer links between cities that hosted relay races; the workshops should be better advertised, including at the local level; and awareness-raising should be one of the tasks of the host city;

(d) Requested the secretariat to prepare a draft procedure to be followed when hosting relay races. The procedure should also include passing the “baton” from one host to the next;

(e) Requested the secretariat to support member States in restoring the “baton”.

### **C. Partnerships**

83. Updates under the agenda item were provided when discussing the preparations for the Fifth High-level Meeting. The secretariat announced that the draft publication on THE PEP Partnership (informal document No. 6) was ready for submission and asked members of the Partnerships to review it and to communicate any errors to the secretariat by 21 December 2018.

### **D. Academy**

84. Representatives of France and the Russian Federation reported on progress regarding the cooperative training course on transport and land-use planning. The first students from the Russian Federation had started courses at the Université de Versailles St-Quentin-en-Yvelines (France). Students from France were due to start courses at the Moscow Automobile and Road Construction Technical University (Russian Federation) later.

85. The representative of France added that language encouraging training programmes on transport and land-use planning should be added to the draft declaration. The secretariat recalled that THE PEP Academy ran webinars and invited representative of member States to participate in them.

86. The Chair thanked France, the Russian Federation and the presenters for their support, acknowledging the importance of THE PEP Academy involving young people

87. The Committee adopted the workplan for activities of THE PEP Academy in 2018–2019 (informal document no. 7).

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

88. A representative of the secretariat reported on the latest developments using the For Future Inland Transport Systems (ForFITS) tool, developed by the ECE Sustainable Transport Division.

89. The Steering Committee thanked the secretariat and discussed whether ForFITS and the health economic assessment tools could be linked.

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

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

90. The Committee entrusted the Bureau to deal with the agenda item because of a lack of time

### **B. Communication strategy**

91. The Committee covered the item when discussing preparations for the Fifth High-level Meeting.

### C. Programme of work for the period 2018–2019

92. The secretariat presented the draft programme of work for 2018–2019 (ECE/AC.21/SC/2018/4–EUPCR1814179/2.1/SC16/4), highlighting a new approach under which planned activities were mapped against the 2030 Agenda.

93. The secretariat noted that the draft document did not contain any reference to an activity supported by Switzerland because the information had been communicated after the official submission of the draft document. The activity consisted of a study on good practices in mobility management and focused on managed mobility schemes for businesses, schools, leisure activities, communities and cities.

94. The Steering Committee:

(a) Welcomed the new approach to mapping activities under the programme of work against elements of the 2030 Agenda and recommended its continuation;

(b) Agreed to include in the draft programme of work the study on mobility management and recommended that good practices from the European Platform on Mobility Management be taken into account;

(c) Decided to include in the draft programme of work the study on introducing transport planning into land-use planning;

(d) Requested the secretariat to update the list of meetings to include relay races and meetings of the extended Bureau according to decisions by the Steering Committee.

95. The Steering Committee:

(a) Adopted the document, as amended;

(b) Requested the secretariat to submit, in the three official languages, a draft programme of work for the period 2019–2020, unless otherwise requested by the High-level Meeting;

(c) Also requested the secretariat to prepare the agenda, the report and up to five background documents, including a concept note, for the seventeenth session of THE PEP Symposium.

### D. Financial matters

96. The secretariat informed the Steering Committee about the amount and use of extrabudgetary funds made available to ECE and WHO/Europe in 2018 (ECE/AC.21/SC/2018/5–EUPCR1814179/2.1/SC16/5). The secretariat clarified that:

(a) The document before the Steering Committee did not contain the amount received from Switzerland for the study on mobility management, as it had been transferred to the trust fund after the official submission of the document. Furthermore, the document did not contain the amount received from the Russian Federation for the study on introducing transport planning into land-use planning, which had been credited to another trust fund;

(b) The expenditures foreseen for preparatory meetings for the High-level Meeting and the implementation of the programme of work were increasing, while financial contributions were not. As implementing THE PEP was only possible because of voluntary financial contributions, the secretariat urged more member States to make contributions and existing donors to consider increasing their contributions;

(c) The official document did not include member States' in-kind contributions, which could not easily be expressed in monetary terms. The secretariat expressed its gratitude to member States for the contributions;

(d) The secretariats' human resources were under pressure and the workload was increasing for the preparation of the High-level Meeting. The Committee asked its members to take that situation into consideration when assessing possibilities for financial and in-kind contributions, especially in view of the High-level Meeting and the follow-up.

97. The Chair expressed concern about the current situation of the trust fund, the likely impact on activities and the involvement of countries with economies in transition. He urged

members of the Steering Committee to support the Bureau in identifying additional resources and to commit to providing financial contributions.

98. The delegate from the Netherlands indicated that he would explore the possibility of a financial contribution in 2019.

99. The delegate from Switzerland invited other members of the Steering Committee to include financial contributions to THE PEP in their financial planning.

100. The Committee thanked the secretariat for the report, requesting a similar report for the next meeting of the Committee.

101. In preparation for the High-level Meeting, the secretariat presented a note (informal document No. 12) setting out the rules in use under THE PEP for providing financial support to eligible participants.

102. The Steering Committee welcomed and adopted the note, requesting the secretariat to use it for THE PEP meetings, including High-level Meetings.

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

103. A representative from Austria informed the meeting of the outcome of the Informal meeting of transport and environment ministers of the European Union (Graz, Austria, 29 and 30 October 2018). The meeting had focused on clean, safe, inclusive and affordable mobility and was the basis for the Graz Declaration.<sup>6</sup> The Declaration, which gave visibility to THE PEP, had as key pillars: clean vehicles and renewable fuels; mobility management; active mobility; safe and inclusive mobility; multimodality; and a recommendation to the European Commission to develop a strategy on clean, safe and affordable mobility. The Declaration had been discussed by the Transport, Telecommunications and Energy Council and was to be discussed by the Environment Council.

104. The Committee welcomed the visibility given to THE PEP by the event.

105. The Committee decided to discuss other information under the item during the extended Bureau meeting.

## **VI. Other business**

106. No other business was raised.

## **VII. Date and venue of the next session of the Committee and meetings of the Bureau**

107. In view of the Fifth High-level Meeting, the Steering Committee decided the following:

(a) A special session of the Steering Committee would precede the High-level Meeting. The special session should take place on 21 October 2019, in the afternoon. The Committee requested the secretariat to provide interpretation for the meeting and the agenda and the report in the three ECE official languages;

(b) A proposal to hold the Committee's seventeenth session, including THE PEP Symposium, during the first part of 2020, and not in 2019, should be presented to the High-level Meeting;

(c) The extended meetings of the Bureau would be convened at least twice in the first half of 2019: by the beginning of May and by the beginning of July. That schedule should allow for the conclusion of negotiations and submission of official documents;

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<sup>6</sup> See [www.eu2018.at/calendar-events/political-events/BMVIT-2018-10-29-Informal-ENVI-TTE.html](http://www.eu2018.at/calendar-events/political-events/BMVIT-2018-10-29-Informal-ENVI-TTE.html).

(d) The Bureau should organize at least one meeting of the drafting group to work on the draft declaration and the draft workplan for the period 2019–2024. The meeting should be organized by mid-March 2019, to allow focal points to consult with their capitals on the draft documents.

108. Representatives of Georgia and Malta announced that their countries would consider hosting one of the extended Bureau meetings and the representative of Belgium announced that his country could host the meeting of the drafting group. The representative of the Russian Federation announced the willingness of the country to host a relay race workshop.

109. The Steering Committee thanked representatives of Belgium, Georgia, Malta and the Russian Federation for their offers, which demonstrated member States' commitment to THE PEP.

110. The Committee asked the secretariat, in consultation with the Bureau, to produce a report of its sixteenth session.

111. The Chair thanked all member States for their support and activities within THE PEP. He also expressed his appreciation for the joint secretariat's efforts to support and facilitate THE PEP and the excellent preparation of the Steering Committee.

## Annex I

### Report of the thirty-fourth meeting of the Bureau

#### I. Participation and organizational matters

1. The thirty-fourth meeting of the Bureau of THE PEP Steering Committee was held in an open-ended form, as an extended Bureau, on 14 December 2018, at WHO headquarters. It was chaired by the Chair of THE PEP Steering Committee and co-chaired by the two Vice-Chairs. The Bureau meeting was attended by representatives of the following countries: Austria, Belarus, Belgium, Georgia, Germany, Netherlands, North Macedonia, Republic of Moldova, Russian Federation, Serbia and Switzerland.

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

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

##### A. Monitoring progress on the implementation of the Priority Goals

3. The Steering Committee asked the secretariat to report on the results of the annual survey, which provided an overview of the implementation of THE PEP Priority Goals in the region.

4. The secretariat presented the results (informal document No. 9) of the questionnaire sent to member States with at least one focal point. Twenty-two member States had returned completed questionnaires; an increase compared to the previous year.

5. An analysis of the questionnaires revealed that:

(a) The health sector was frequently in the lead for THE PEP, followed by environment. Only four respondents indicated transport in the lead and one infrastructure;

(b) Eleven respondents reported that all three sectors (transport, health and environment) had contributed to the questionnaire. Four reported that no sector other than the one compiling the questionnaire had contributed, indicating a lack of coordination between the three sectors, while ten respondents included various institutions and organizations in the reporting process, for example, local authorities, NGOs, the private sector and academia;

(c) At the national level, measures had been taken to: improve cycling infrastructure; strengthen coordination between land-use and transport planning; reduce noise from transport; focus on persons with disabilities and vulnerable groups; and develop national action plans for cycling promotion;

(d) There was appreciation for the fact that that THE PEP: encouraged cooperation among sectors; was a platform for exchanging good practices; promoted tools and policies to develop sustainable transport; contributed to implementing the 2030 Agenda; and stimulated creation of projects promoting green and healthy transport;

(e) The following challenges regarding THE PEP had been identified: its non-binding nature, which was an obstacle to implementation at the national level; its lack of a sustainable and predictable financial mechanism to support implementation; its need for a country-specific approach; and the need for each member State to have a coordinating body on transport, health and environment at the national level;

(f) Regarding THE PEP, it had been recommended that: implementation mechanisms and capacity-building efforts be strengthened; a financial support mechanism be defined and access to international funding options promoted; and activities for raising awareness and the motivation of national authorities be implemented.



6. The secretariat concluded that:
  - (a) There was a lack of consistency in the replies, some of which were detailed and others too general. In some cases, answers were contradictory, making it impossible to have a complete overview;
  - (b) The replies often focused on positive aspects of implementation in a country, without referring to possible challenges;
  - (c) Replies received mainly reflected the views and experiences of those countries that were more engaged, particularly through the implementation mechanisms.
7. The Bureau took note of the survey and discussed its outcomes, concluding that:
  - (a) The non-binding nature of THE PEP limited the number of replies to the survey. Furthermore, THE PEP had no mechanism to enforce coordination and cooperation among the three sectors;
  - (b) THE PEP should focus more on enhancing cooperation between the three sectors;
  - (c) The transport sector needed to have greater ownership of THE PEP;
  - (d) The Bureau should discuss the frequency of the questionnaire and its level of detail. One option was that, for the twentieth anniversary of THE PEP, the secretariat could send out a more detailed questionnaire, the replies to which would be used for a publication.
8. The Bureau agreed to continue sending out questionnaires until the High-level Meeting or the Steering Committee decided otherwise and requested the secretariat to report on the outcomes at the High-level Meeting.

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

9. The Bureau continued the discussion on the programme for the Fifth High-level Meeting, concluding that the programme:
  - (a) Should provide for ministers to take the floor and themes should be tailored to the high-level segment. Ministers' interventions might be preceded by keynote speakers;
  - (b) Could include two high-level sessions, one on 22 October 2019, in the afternoon, and one on 23 October, in the morning. On 23 October, the pan-European master plan on cycling promotion could be adopted. The draft declaration should be adopted at the end, on 24 October. The programme should allow time for bilateral meetings between ministers;
  - (c) Should foresee a role for civil society, academia and industry.
10. The Bureau also agreed that the three concerned Austrian ministers should send an invitation letter to their counterparts by the end of February. The secretariat would forward the letter to the permanent missions in Geneva and Bonn, Germany. The ECE Executive Secretary and the WHO/Europe Regional Director would send an invitation, together with the draft agenda or programme by the end of May 2019 as a reminder.

Participants requested the host country to set up, as soon as possible, a website on the High-level Meeting with preliminary information, to facilitate their ministers' attendance.

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

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

11. The secretariat presented the outcome of a Technical Briefing at the sixty-eighth session of the WHO Regional Committee for Europe (Rome, 17–20 September 2018) (informal document No. 11).

12. Furthermore, the secretariat reported on the intervention by THE PEP Vice-Chair from Norway during a round table on integrated urban planning and development on 4 October, in the framework of the seventy-ninth session of the ECE Committee on Housing and Land Management (Geneva, 4 and 5 October 2018).

13. The secretariat mentioned the following opportunities in Geneva to promote the High-level Meeting:

(a) A side event on THE PEP during the twenty-fourth session of the ECE Committee on Environmental Policy (29–31 January 2019);

(b) The eighty-first session of the ECE Inland Transport Committee (19–22 February 2019);

(c) The Regional Forum on Sustainable Development for the UNECE Region (21 and 22 March 2019);

(d) The sixty-eighth session of the Economic Commission for Europe (9 and 10 April 2019). The theme of the high-level segment was to be “Smart Sustainable Cities: Drivers for Sustainable Development”.

14. The Bureau listed further opportunities to raise awareness of the High-level Meeting, including the Annual Summit of the International Transport Forum (Leipzig, Germany, 22–24 May 2019).

15. The Bureau requested the secretariat to email the dates of the events to all focal points.

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

16. The Bureau confirmed the Steering Committee’s decision to meet at least twice during the first half of 2019: by the beginning of May and by the beginning of July. It also agreed to organize, by mid-March, at least one meeting of the drafting group to work on the draft declaration and the draft workplan for the period 2019–2024.

## Annex II

### **Financial support for participants in official meetings and other events under the Transport, Health and Environment Pan-European Programme**

1. This short note clarifies the criteria in use for determining financial support for eligible participants representing UNECE member States in official meetings and other events under the Transport, Health and Environment Pan-European Programme (THE PEP). It was adopted by the Steering Committee of the Transport, Health and Environment Pan-European Programme at its sixteenth meeting (Geneva, 12–14 December 2018).

#### **I. Participants eligible for financial support**

2. Participants eligible for possible financial support are nominated focal points and Bureau members representing ECE member States with economies in transition. Each member State might have up to three focal points, one for each of the three following sectors: transport, health and environment. The nomination of focal points is the subject of a separate note.

3. The eligible countries with economies in transition are: Albania, Armenia, Azerbaijan, Belarus, Bosnia and Herzegovina, Georgia, Kazakhstan, Kyrgyzstan, Montenegro, North Macedonia, Republic of Moldova, Serbia, Tajikistan, Turkmenistan, Ukraine and Uzbekistan.

4. If a focal point is unable to attend a meeting or other official THE PEP event, the relevant authority of the member State can nominate an alternate person to attend through an official communication, stating that the named focal point is unable to attend and naming the alternate.

#### **II. Meetings and events for which financial support may be available**

5. The granting of financial support is dependent on the availability of dedicated financial resources in THE PEP trust funds or from a Government or organization hosting a meeting or event. Host Governments and organizations are encouraged to provide funds for financial support, to be disbursed directly by themselves. The granting of financial support is also subject to further criteria defined in section IV below.

6. Subject to the above-specified conditions, financial support may be available for:

(a) Eligible focal points and Bureau members attending sessions of THE PEP Steering Committee and the High-level Meeting on Transport, Health and Environment;

(b) Eligible Bureau members attending sessions of the Bureau of THE PEP Steering Committee;

(c) On an exceptional basis, eligible Bureau members attending other events, such as workshops, under THE PEP.

7. Other Bureau members, not representing a country with an economy in transition, may receive financial support as invited speakers or moderators at other events, such as workshops, under THE PEP.

#### **III. How to request financial support**

8. In due time (normally 10 weeks) before a meeting or event under THE PEP for which financial support is available, THE PEP Secretariat issued a circular invitation including a “financial support request form” and specifying a deadline for submission of the form. The

deadline is not less than five weeks before the day on which a meeting is to start, to allow the Secretariat to process it within the time frame established by the United Nations.

9. To be valid, the financial support request form must be signed by an authorized official from the relevant ministry and submitted by the specified deadline. Late submissions would only be accepted on an ad hoc and exceptional basis.

#### **IV. Criteria for granting financial support**

10. Within the funds available for the meeting or event, the order of priority for considering financial support would be: first, achieving representation of as many eligible member States as possible; second, ensuring the participation of eligible Bureau members; and, last, broadening participation to include representatives from all three sectors covered by THE PEP.

11. If the funds available are insufficient to support the participation of all eligible countries requesting financial support, the Secretariat would give priority to requests made by focal points within the deadline and from eligible countries having submitted THE PEP questionnaire for the respective meeting.

12. If funds allow, eligible countries of Bureau members would be provided with financial support for both the Bureau member and a focal point.

13. The availability of funds for financial support is dependent on donor contributions. It will not generally be possible to provide financial support for all three sectors in official meetings. It is therefore for the member State to determine which focal point or points will receive priority for funding and notify the secretariat accordingly. If the secretariat is not notified, it will consult the current Chair and incoming Vice-Chair for their determination of the priority, considering the balance between the three sectors and the contributions made by the individuals concerned at previous official meetings under THE PEP.

14. In all circumstances, travel arrangements and subsistence payments would abide by the rules of the United Nations.

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