
Preparatory meeting to the Fifth High-level Meeting on Transport, Health and Environment
25 January 2021

**Report of the Steering Committee of the Transport,
Health and Environment Pan-European Programme
on its eighteenth session**

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I. Introduction

1. The Steering Committee of the Transport, Health and Environment Pan-European Programme (THE PEP) held its eighteenth session from 25 to 27 November 2020 virtually, because of the ongoing travel and meeting restrictions being placed across the world due to the coronavirus disease (COVID-19) pandemic.

A. Attendance

2. Delegations from the following 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, Bosnia and Herzegovina, Croatia, Czech Republic, France, Georgia, Germany, Greece, Ireland, Israel, Lithuania, Malta, Netherlands, North Macedonia, Norway, Republic of Moldova, Russian Federation, Serbia, Slovakia, Slovenia, Switzerland and Turkey.

3. In addition, the following representatives of academia, private sector and civil society associations participated: University of Bath, Eindhoven University of Technology, Moscow Research Institute (MosTransProject), Union Internationale des Transports Publics, WHO Healthy Cities Network, European Cyclists' Federation (ECF), European Environment Agency (EEA), European Environment and Health Youth Coalition (EEHYC) and the World Bicycle Industry Association (WBIA).

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

B. Opening of the session and organizational matters

5. Senior ECE and WHO managers welcomed the participants, highlighted the current situation with regard to the COVID-19 pandemic and emphasized the important role that THE PEP could play as a platform to support countries to stimulate a broader re-thinking for healthier, more equitable and more effective transport means, which would also be more flexible and resilient to possible future shocks.

6. The Chair, Mr. Robert Thaler (Austria), warmly welcomed participants and expressed his regret for not being able to welcome participants in person. He highlighted the importance of the current session in view of the Fifth High-level Meeting on Transport, Health and Environment.

7. 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/2020/1–EUPCR2016697/5.3/1).¹

8. The Committee re-elected Mr. Thaler, representing the environment sector, as Chair to enable him to continue in his coordinating role in view of the postponed Fifth High-level Meeting.

9. Furthermore, the Committee re-elected the two Vice-Chairs, Ms. Vigdis Rønning (Norway), representing the health sector, as in-coming Chair for the Steering Committee's nineteenth session and Mr. Vadim Donchenko (the Russian Federation), representing the transport sector, as outgoing Chair, in accordance with the amendment to the Rules of Procedure of the Steering Committee adopted at its eleventh session (Geneva, 27–29 November 2013).

¹ The meeting documentation is available on the meeting web page:
<https://thepep.unece.org/events/18th-meeting-pep-steering-committee>

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

- (a) Transport sector: Mr. Donchenko and Mr. Matthias Rinderknecht (Switzerland);
- (b) Health sector: Mr. Mihail Kochubovski (North Macedonia) and Ms. Rønning;
- (c) Environment sector: Ms. Biljana Filipovic (Serbia), Mr. Mario Fruianu (Netherlands), Mr. Thaler and Ms. Nino Tkhilava (Georgia).

11. The Steering Committee thanked Mr. Julien Fernandez (France), representing the transport sector, and Mr. François André (Belgium), representing the health sector, who stepped down from their role as Bureau members, for the work in previous years.

12. The Chair reminded the Committee that, according to the Rules of Procedure of THE PEP, the Bureau might consist of up to 15 members and therefore invited member States to nominate additional Bureau members, in particular from the transport and health sectors.

13. The representative of France informed the Committee that France remained interested to be represented in the Bureau and would communicate the name of a new candidate to the Bureau shortly after the meeting.

14. The representative of the Russian Federation requested the secretariat to indicate, as much as possible in the list of participants sectors represented by each attendee to illustrate to which extent transport, health and environment sectors were represented in the meeting.

15. The Committee adopted the following documents:

- a) Report of its seventeenth session (Geneva, 21–23 October 2019; ECE/AC.21/SC/2019/2–EUPCR1814179/2.1/THE PEP SC/2),
- b) Report of the extraordinary meeting of THE PEP (22 April 2020, online meeting; informal document No. 2)
- c) Report on the thirty-seventh meeting of the Bureau (29 June 2020, online meeting; informal document No. 3)
- d) Report of the preparatory meeting for the Fifth High-level Meeting on Transport, Health and Environment (30 June 2020, online meeting; informal document No. 4)
- e) Report of the thirty-eighth meeting of the Bureau (12 November 2020, online meeting, informal document No. 5).

II. Seminar on “Reflections on urban transport in the new context emerging from the COVID-19 crisis”

16. As agreed at the thirty-seventh meeting of the Bureau, the current session of the Steering Committee started with a seminar on key challenges faced by the pan-European region in the context of the COVID-19 pandemic.

17. The seminar brought speakers of the academic world and policy makers to discuss the lessons learned from the pandemic and reinforced the understanding of reality, challenges and also opportunities for a healthier, more equitable, sustainable and resilient transport sector.

18. A concept note, prepared by the secretariat (informal document No. 1) provided the background on the content and stimulated discussion during the seminar. The following speakers took part in the Seminar:

- (a) Professor Harry Rutter, Professor of Global Public Health, University of Bath;
- (b) Professor Frauke Behrendt, Eindhoven University of Technology;
- (c) Ms. Miriam Weber PhD, Senior Policy Advisor, City of Utrecht, the Netherlands;

- (d) Mr. Stanislav Gorelov, Acting Director, Moscow Research Institute MosTransProject, the Russian Federation;
- (e) Ms. Charlotte Marchandise, WHO Expert, former Deputy Mayor of Rennes, France, and former President of WHO Healthy Cities French Network.

19. The seminar was open for all partners and stakeholders of THE PEP and was attended by more than 150 participants from the entire region.

20. The seminar speakers and participants discussed the current situation in transport, health and environment in the changed context emerging from the COVID-19 pandemic and the latest developments in the policy agenda with respect to sustainable urban mobility. In particular, the speakers highlighted the following:

- a) Spreading of the COVID-19 disease was worsened by factors such as huge levels of urban overcrowding, global hypermobility and high levels of air pollution mostly related to vehicle transport;
- b) Authorities must now consider measures for the continuous functioning and economic viability of public transport systems, while rebalancing the shares of different modes of transport towards reduced car dependency and increased safe walking and cycling;
- c) Temporary additional bicycle lanes were important but transient. A large part of the population across European towns and cities was supportive of permanently reallocating road space from cars to people on foot and on cycles, however there was a lot of push back against these measures from the car industry;
- d) Decision-makers have to understand that without cutting off financial support for polluting fuels such as coal, oil, gas and diesel and shifting investment towards zero-emission options, it would be extremely difficult to effectively overcome the climate crisis;
- e) There were strong inequalities in both impacts and responses, but also huge opportunities to create equitable, sustainable change with positive synergies across transport, environment and health;
- f) There were important emerging trends, also facilitated by technological advances in electric mobility, the most evident of which was a very fast growth in so-called “micro-mobility” (electric scooters, micro-cars, electric bicycles, mini-electric cargo vehicles, etc.). With regard to this the following needs were mentioned:
 - collecting data on micro-vehicle trips, including accidents;
 - providing clear regulations to allocate protected space for micro-vehicle users;
 - making micro-vehicle trips accessible and affordable by all groups of the population, including those without credit cards or low-income groups and people with disabilities;
 - ensuring close collaboration between public transport planners and micromobility providers;
 - a better understanding of the health and environmental implications of micromobility;
- g) Public participation in urban planning and decision-making processes was crucial, highlighting the public opinion: “what you do for me, without me, you do against me!”

21. The speakers from local authorities shared encouraging experiences of measures implemented during the pandemic in Moscow and Utrecht to keep urban transport safe, healthy and sustainable.

22. The participants had an opportunity to ask questions. The discussion concluded with the observation that the recovery from COVID-19 was a “make-or-break moment” for the health of our planet and the challenge was not knowing what to do, but making it happen.

23. At the end of the seminar, the secretariat launched a global publication, entitled “Supporting healthy urban transport and mobility in the context of COVID-19”.²

24. The publication specified what national and local governments, transport operators and commuters could do to ensure that existing WHO guidance on physical distancing and hygiene measures were implemented in the transport sector to guarantee the health and safety of travellers and transport workers.

III. Preparation of the Fifth High-level Meeting on Transport, Health and Environment

25. The Chair recalled that at the extraordinary meeting of THE PEP, the Government of Austria informed member States about the proposal to postpone the Fifth High-level Meeting to 2021 because of the current pandemic crisis. The Steering Committee approved the postponement and the organization of its eighteenth session in the dates previously reserved for the High-level Meeting and the special session of the Steering Committee.

A. Preparatory process towards the Fifth High-level Meeting

26. Given the announcement of the postponement of the Fifth High-level Meeting, the representative of Austria proposed 17 and 18 May 2021 as the new dates for the meeting.

27. The Steering Committee adopted the proposed dates and decided to organise the Fifth High-level Meeting in a virtual format. In addition, the Committee agreed that the High-Level Meeting would be preceded by a special session of the Steering Committee in the morning of 17 May 2021.

28. The Committee decided to hold ministerial sessions in two segments: in the afternoon of 17 May 2021; and in the morning of 18 May 2021 followed by the ceremony for adoption of the declaration.

29. The Austrian representative informed the Committee that Austria had established a coordination group of the host Ministries and contracted an agency to support the organization of the event.

30. The host country also informed the Committee that the host Ministries were to be physically present in the meeting room (with a capacity for 50 people) and invited the secretariat to explore the availability of the ECE Executive Secretary and the Regional Director of WHO/Europe to travel to Vienna and be physically present at the event next to the Austrian Ministries.

31. In addition, the Committee agreed that:

- a) the secretariat would send a save-the-date message to THE PEP Focal Points informing about the new dates;
- b) the host country would send an invitation letter to the High-level Meeting in January 2021. The secretariat would send a follow-up invitation letter thereafter;
- c) virtual exhibitions as well as a series of webinars could be organised as an online alternative to side events;
- d) engaging a wide range of stakeholders including youth would be important.

32. The Chair proposed to organise a meeting between the host country, co-chairs and the secretariat to set the scene for the programme.

33. The Committee decided to hold a preparatory meeting open to all member States on 25 January 2021 to finalize arrangements for the High-level Meeting. The Chair asked the secretariat to explore the possibility of providing interpretation for the meeting. The

² <https://www.who.int/publications/i/item/9789240012554>

Committee agreed to use THE PEP trust fund resources for holding the meeting virtually and for interpretation.

B. Draft declaration of the Fifth High-level Meeting

34. The Chair recalled the decision of the thirty-eighth meeting of the Bureau to amend the draft Vienna declaration for the High-level Meeting to reflect issues related to the pandemic, and to make the entire text shorter, forward-looking and sharper.

35. The secretariat presented the updated draft, as amended by the Bureau, the Chair and Vice-chairs.

36. The Steering Committee discussed in detail and further revised the draft declaration, welcoming the fact that most of the square brackets had been lifted leaving only one pair of square brackets in the preamble. A decision on the bracketed text could be taken at the last preparatory meeting when there would be a clear picture of the contents of annex I to the declaration.

37. The Chair thanked delegates for their work and asked the secretariat to present the updated version at the preparatory meeting in January 2021.

38. Furthermore, the Steering Committee requested the secretariat to submit to the High-level Meeting the draft declaration and its annexes in the three ECE official languages.

39. The representative of the Russian Federation requested the secretariat to send all official documents through the permanent missions of countries to the United Nations in Geneva.

C. Annex I to the draft declaration

40. The Chair recalled the decision of the Steering Committee to prepare a brochure on the major topics related to transport, health and environment, as one of the outcomes of the Fifth High-level Meeting. The brochure was intended for a wide range of target groups, notably senior-level policymakers from various sectors, and to be elaborated in a clear and reader-friendly manner. The Netherlands took the lead for this work and regularly reported to the Bureau on the implemented activities.

41. Delegates from the Netherlands and its National Institute for Public Health and the Environment presented the draft of the brochure (ECE/AC.21/SC/2020/8 EUPCR2016697/5.3/8) and conducted an interactive discussion by using a presentation platform to better understand the views of the member States about the five major topics to be covered by the brochure: air pollution, noise, greenhouse gas emissions; road safety; and physical activity.

42. The final document was to consist of two parts: (i) the brochure itself providing concrete facts and figures on the above-mentioned five major topics; and (ii) a five-page article elaborated by a journalist answering the question: how clean and environmentally friendly are mobility and transport?

43. The Netherlands invited all member States and all sectors to look into the key messages provided on THE PEP website.

44. The Committee thanked the Dutch government for the excellent work, reiterated the importance of preparing a facts and figures brochure as one of the outcomes of the High-level Meeting and invited member States to join in finalizing the document.

45. The Committee decided that Annex I on challenges, opportunities and vision would be based on the facts and figures brochure and covering the main facts and messages. It was emphasised that along with difficulties it would be important to provide positive messages - to show challenges as opportunities to the decision makers. The Dutch experts were to compile a text based on the brochure and present it to the preparatory meeting in January 2021.

46. The Steering Committee mandated the secretariat to submit the entire document in the three ECE official languages at the High-level Meeting.

D. Annex II to the draft declaration

47. The Chair recalled a decision of the extraordinary meeting of THE PEP (22 April 2020)³ to establish a task force to develop recommendations for green and healthy sustainable transport, considering also the experiences of the COVID-19 pandemic, that could shape the passenger transport sector to be more resilient and efficient, greener, healthier and more sustainable.

48. The secretariat presented the work of the task force (ECE/AC.21/SC/2020/9–EUPCR2016697/5.3/9). The task force had been established in May 2020; it engaged over 50 experts from all over the world (including from national and local authorities, academia, industry and international organizations), created seven thematic teams, held seven of its nine scheduled meetings and elaborated a set of recommendations for each theme.

49. The Bureau at its thirty-seventh meeting decided to suggest to the Steering Committee to include the recommendations from the work of the task force as annex II of the draft declaration and to refer to them in the body of the declaration.

50. Discussions were held during the session on the recommendations and how to adjust them. This included the comment from the representative of the Russian Federation to shape the recommendations according to the principles of Avoid (unnecessary mobility), Shift (to healthy mobility) and Improve (existing mobility systems).

51. The Steering Committee expressed appreciation for the work of the task force and mandated the secretariat to finalise the document for submission to the preparatory meeting at the end of January. It also agreed to include the main recommendations as annex II of the draft declaration.

E. Annex III to the draft declaration

52. The Chair recalled that the draft pan-European master plan for cycling promotion was to be included as annex III to the Vienna declaration. The Chair further recalled a decision of the thirty-seventh meeting of the Bureau to include consideration of the COVID-19 pandemic in the master plan.

53. The representative of Austria presented the draft pan-European master plan for cycling promotion (ECE/AC.21/SC/2020/6–EUPCR2016697/5.3/6), including a new topic “Promoting cycling for a more resilient transport system” that was developed in the context of the pandemic.

54. The Committee welcomed the new topic as well as three new recommendations related to the role of cycling in making transport systems more resilient.

55. Furthermore, the Chair reminded the Committee that THE PEP Partnership on Cycling also intended to create an “infrastructure module” to be annexed to the draft Master Plan.

56. The Sustainable Transport Division of ECE, in partnership with ECF and WBIA, presented the first version of the module (informal document No. 8) that had been elaborated under the auspices of the ECE Working Party on Transport Trends and Economics (WP.5).

57. The Committee welcomed the work undertaken by WP.5 and noted the importance of the availability of commonly agreed definitions for cycling infrastructure that would help achieving the establishment of new international standards in the region.

58. The Committee advised experts to work more closely with the governments and encouraged all countries to submit GIS data on the national networks and types of infrastructure of the networks to further develop the ECE map on cycling infrastructure.

³ <https://thepep.unece.org/sites/default/files/2020-06/Report%20special%20THE%20PEP%20meeting%20clean%20for%20web.pdf>

59. The representative of the Russian Federation noted that all cycling maps in the infrastructure module had to be agreed with governments and requested the experts to consult with relevant authorities while developing such maps.

60. The Committee agreed that the way forward for the implementation of the infrastructure module would be included in chapter 5 of the draft master plan and be discussed at the final meeting of THE PEP Partnership on Cycling in mid-January 2021.

61. The Committee decided to propose to the High-level Meeting to further work on the infrastructure module together with the Partnership and requested the secretariat to include the activities in the draft workplan for 2021-2026.

62. The Committee mandated the secretariat to submit the draft Master Plan in the three ECE official languages for approval at the High-level Meeting and to include it as Annex III to the draft declaration.

63. The secretariat reminded the Committee that all official documents were to be finalized by the end of January 2021.

F. Annex IV to the draft declaration

64. The Chair recalled that the sixteenth session of the Steering Committee had agreed on the final text for the “Policy Recommendations for Eco-Driving” and had decided that it would be annexed to the draft declaration and presented at the High-level Meeting for adoption.

65. The Steering Committee welcomed the work undertaken and agreed on the text of annex IV.

G. Annex V to the draft declaration

66. The Chair recalled that that the “Handbook on Sustainable Urban Mobility and Spatial Planning”⁴ had been developed under the leadership of France and the Russian Federation to assist member States in integrating transport, health, quality of life and environmental objectives into urban and spatial planning policies.

67. The Chair further recalled that at its seventeenth session the Committee had endorsed the format and content of the Handbook and had agreed to include its conclusions and recommendations as annex V to the declaration.

68. The Steering Committee welcomed the study, thanked France and the Russian Federation and agreed on the text of annex V.

H. Annex VI to the draft declaration

69. The secretariat presented the draft workplan of THE PEP for the period 2021–2026 (ECE/AC.21/SC/2020/7–EUPCR2016697/5.3/7) prepared by the Bureau of the Steering Committee of THE PEP, with the support of the secretariat.

70. The representative of France announced that the French Government would like to invite THE PEP to Paris to a special event celebrating the twentieth anniversary of THE PEP during the French presidency of the Council of the European Union in 2022.

71. The Committee warmly welcomed the invitation, thanked the French Government for this initiative and mandated the secretariat to start discussion with France on organisational matters.

72. The Steering Committee mandated the secretariat to integrate the outcomes of the current discussions in the draft workplan and to prepare it in the three official languages for inclusion as annex VI to the Vienna declaration.

⁴ Available at <https://thepep.unece.org/node/815>.

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

A. Financial matters

73. The secretariat informed the Steering Committee of the amount and use of extrabudgetary funds made available to ECE and WHO/Europe in 2019 and 2020 (ECE/AC.21/SC/2020/5 EUPCR2016697/5.3/THE PEP SC/5).

74. It was noted that, despite the travel restrictions of the current year, expenditure was incurred for holding the virtual meetings, in particular, for providing online interpretation platforms.

75. The secretariat informed the Steering Committee that interpretation services, usually provided by ECE through regular budget funds, could not be covered this year due to a liquidity crisis. To ensure the interpretation in the three languages, the Bureau authorised the secretariat to use extrabudgetary funds from THE PEP Trust Fund to cover the costs.

76. The Steering Committee thanked Austria, France, the Netherlands, Norway, Serbia and Switzerland for their financial contributions and pledges. In addition, the Committee thanked member States for extremely high amount of in-kind contribution received this year especially through the work in the task force on the development of recommendations for green and healthy sustainable transport.

77. The Chair called upon member States to actively support THE PEP trust fund so that all the work identified in the decisions taken by the Committee could be financed.

78. The Steering Committee mandated the secretariat to prepare a report on the status of THE PEP trust fund to be presented at its nineteenth session.

B. Programme of work for the period 2020–2021

79. The secretariat presented the draft programme of work for 2020–2021 (ECE/AC.21/SC/2020/4 EUPCR2016697/5.3/4), highlighting the approach previously adopted by the Steering Committee, under which planned activities had been mapped against the Sustainable Development Goals of the 2030 Agenda for Sustainable Development.

80. It was mentioned that due to the COVID-19 pandemic some of the activities, such as relay races, could not take place, while others such as working group meetings took place in a virtual format.

81. The Steering Committee adopted the document and mandated the secretariat to prepare a similar document in the three official languages for the next session of the Steering Committee.

C. Monitoring progress in the implementation of THE PEP

82. The Chair recalled that the seventeenth session of the Steering Committee had reviewed the state of national implementation of THE PEP, in particular, the main developments, challenges and enabling factors based on replies to an annual questionnaire for the period 2011–2018 and suggested presenting the overview to the High-level Meeting.

83. The secretariat introduced informal document No. 9 and invited the Committee to decide on the reporting mechanisms for the implementation of THE PEP after Fifth High-level Meeting. The secretariat proposed two possible ways of reporting:

(a) Reporting based on a questionnaire survey, that is the same reporting mechanism as before but using the modified questionnaire to cover the new elements and recommendations to be adopted in the Vienna Declaration

(b) Reporting based on an agreed set of indicators that would correspond to the main commitments taken in the Vienna Declaration. These could be based to the extent possible on internationally available data sets.

84. The Committee discussed both options and decided to continue with the questionnaire-based reporting on a biannual basis. The Committee mandated the secretariat to update the questionnaire after Fifth High-level Meeting with the aim of integrating new elements to be introduced by the Vienna declaration.

85. In addition, the Committee suggested various ways of sharing the progress achieved at the national level, for instance, to organize a tour de table during Steering Committee sessions to allow delegates to share the progress achieved at the national level in implementing THE PEP.

D. THE PEP Partnerships

86. The representative of Austria informed the Committee that THE PEP Partnership on Cycling had already started the implementation of the master plan and would continue it after the Fifth High-level Meeting. In particular, the Partnership would support the following activities:

- a) The establishment of a Pan-European Competence Centre for Active Mobility in the frame of THE PEP as a centre of excellence and hub for cooperation amongst member States;
- b) Further development and implementation of the European cycle route network in close cooperation with ECE and international financial institutions and other donors such as the International Monetary Fund and the European Investment Bank;
- c) Development of proposals for a possible legal instrument to strengthen action in line with the vision of the Pan-European Master Plan for Cycling Promotion;
- d) Expanding the scope of work on active mobility by including walking.

87. The Committee welcomed the implementation plan and mandated the secretariat to include these activities in THE PEP work plan 2021–2026.

88. Furthermore, the representative of Austria presented the Danube Cycle Plans Project, co-funded by the European Union, led by the Environment Agency of Austria and the Federal Ministry of Climate Action, Environment, Energy, Mobility, Innovation and Technology, aimed at the implementation of the master plan in the Danube Region. The nine countries involved in the project planned to implement the following activities:

- a) Development of national cycling plans;
- b) Setting up of coordination bodies at the national level;
- c) Development of national cycle route networks to be included in EuroVelo, the European cycle route network;
- d) Development of standardized cycling infrastructure to be integrated in relevant national regulations;
- e) Development of cycling investment plan;
- f) Creation of the network of Danube cycling ambassadors.

89. The Committee took note of the information provided and welcomed the activities planned under the project. The Committee also identified potential synergies between the Danube Cycle Plans Project and the project for the development of the infrastructure module of the pan-European master plan for cycling promotion.

E. THE PEP Academy

90. The secretariat introduced informal document No. 11 on implemented and proposed activities of THE PEP Academy in 2020–2021.

91. It was emphasized that, despite the various significant activities implemented under THE PEP Academy, its potential was not fully utilised as the lack of financial and human resources had posed a major challenge.

92. The Committee took note of the information provided and expressed its wish for the further strengthening of THE PEP Academy as an important implementation mechanism. It was underlined the need for resource mobilisation in order to plan new activities and initiatives that would be in line with THE PEP work plan for 2021–2026 and to enhance a set of possible good results to be achieved following the Fifth High-level Meeting.

93. The representative of the Russian Federation proposed strengthening the wording in the text of the declaration regarding THE PEP Academy.

F. Communication Strategy

94. As part of its annual activities, the Steering Committee reviewed the proposed communication activities for 2021 (informal document No. 12) focusing on publicizing the Fifth High-level Meeting, targeting a broad audience, attracting political support from member States and enhancing synergies among all partners.

95. The Steering Committee welcomed the document and invited member States to actively engage in, consider and propose platforms and events and innovative ways to disseminate information and make the Fifth High-level Meeting and its outcomes more visible.

96. Member States were also invited to consider supporting some of the activities, either financially or through an in-kind contribution.

97. The Committee agreed to discuss concrete ideas for communication activities in more detail at the preparatory meeting in January 2021.

G. Strengthening synergies with other international organizations and processes

98. The secretariat updated the Committee on the European Environment and Health Process in which THE PEP is a recognized stakeholder with a responsibility to implement some parts of the Ostrava Ministerial Declaration⁵. The secretariat informed the Steering Committee of several events at which THE PEP had been discussed.

99. Furthermore, the Committee was informed that the next meeting of the European Environment and Health Task Force would take place in mid-February 2021. This could be a good opportunity to publicise the Fifth High-level Meeting.

V. Other business

100. The representative of the Russian Federation announced that the Russian Federation was willing to host the next, Sixth High-level Meeting on Transport, Health and Environment in Moscow in 2025.

101. The Committee warmly welcomed the proposal, expressed its appreciation to the Russian Federation and noted that it would be a historic journey for THE PEP, from Vienna to Moscow.

VI. Date and venue of the next session of the Steering Committee and meetings of the Bureau

102. The Committee identified 25 January 2021 as suitable date for the preparatory meeting to finalize preparations for the High-level Meeting.

⁵ https://www.euro.who.int/__data/assets/pdf_file/0007/341944/OstravaDeclaration_SIGNED.pdf

103. The Committee asked the secretariat to explore possibilities to hold the nineteenth session of the Steering Committee in Autumn 2021 and provide interpretation in the three official languages of the ECE.

104. The Committee asked the secretariat, in consultation with the Bureau, to produce a report of its eighteenth session to be made available as official document in the three languages.

105. 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 virtual meeting of the Steering Committee.
