



# Economic and Social Council

Distr.: General  
10 February 2021

Original: English

---

**Economic Commission for Europe**

**World Health Organization  
Regional Office for Europe**

High-level Meeting on Transport, Health and  
Environment

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

**Eighteenth session**

Geneva (online), 25–27 November 2020

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



## 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 in a virtual format because of travel restrictions related 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 session: Armenia, Austria, Azerbaijan, Belarus, Bosnia and Herzegovina, Croatia, Czechia, 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, representatives of the following academic institutions, public sector entities and civil society associations participated: the University of Bath, Eindhoven University of Technology, Moscow Research Institute (MosTransProject), the International Association of Public Transport, the WHO Healthy Cities Network, the European Cyclists' Federation, the European Environment Agency, the European Environment and Health Youth Coalition and the World Bicycle Industry Association.

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 in stimulating a broader rethink 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 at not being able to do so in person. He highlighted the importance of the current session in view of the Fifth High-level Meeting on Transport, Health and Environment (Geneva (online), 17 and 18 May 2021).

7. The Steering Committee adopted the agenda for the session, as prepared by the secretariat in consultation with the Bureau of the Steering Committee (ECE/AC.21/SC/2020/1–EUPCR2016697/5.3/1).<sup>1</sup>

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 (Russian Federation), representing the transport sector, in accordance with the amendment to the Rules of Procedure of the Steering Committee<sup>2</sup> adopted at its eleventh session (Geneva, 27–29 November 2013).

---

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

<sup>2</sup> Available at <https://thepep.unece.org/rules-procedure>.

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 their 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 in being represented in the Bureau and would communicate the name of a new candidate to the Bureau shortly after the session.

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

15. The Committee adopted the following documents:

- (a) Report of the Steering Committee of THE PEP on 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 Transport, Health and Environment pan-European Programme (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 coronavirus disease crisis”**

16. As agreed at the thirty-seventh meeting of the Bureau,<sup>3</sup> the eighteenth session of the Steering Committee began with a seminar on key challenges faced by the pan-European region in the context of the pandemic.

17. The seminar brought speakers from academia and policymakers together to discuss the lessons learned from the pandemic and reinforced the understanding of the current reality, challenges and also opportunities for a healthier, more equitable, sustainable and resilient transport sector.

---

<sup>3</sup> See informal document No. 3, para. 10.

18. A concept note prepared by the secretariat (informal document No. 1) provided background information 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 (United Kingdom of Great Britain and Northern Ireland);

(b) Professor Frauke Behrendt, Eindhoven University of Technology (Netherlands);

(c) Ms. Miriam Weber PhD, Senior Policy Advisor, City of Utrecht (Netherlands);

(d) Mr. Stanislav Gorelov, Acting Director, Moscow Research Institute, MosTransProject (Russian Federation);

(e) Ms. Charlotte Marchandise, WHO Expert, former Deputy Mayor of Rennes (France), and former President of the WHO Healthy Cities French Network.

19. The seminar was open to 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 terms of transport, health and environment in the changed context emerging from the pandemic and the latest developments in the policy agenda with respect to sustainable urban mobility. In particular, the speakers highlighted the following:

(a) The spread of COVID-19 was worsened by factors such as high levels of urban overcrowding, global hypermobility and high levels of air pollution, mostly related to vehicle transport;

(b) Authorities must 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 Western European towns and cities was supportive of permanently reallocating road space from cars to pedestrians and cyclists, however there had been a lot of push back against those measures from the car industry;

(d) Decision-makers had 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 very fast growth in so-called micromobility (electric scooters, microcars, electric bicycles, mini-electric cargo vehicles, etc.). In that regard, participants mentioned the need to:

(i) Collect data on microvehicle trips, including accidents;

(ii) Provide clear regulations to allocate protected space for microvehicle users;

(iii) Make microvehicle trips accessible and affordable for all groups of the population, including those without credit cards, low-income groups and persons with disabilities;

(iv) Ensure close collaboration between public transport planners and micromobility providers;

(v) Improve understanding of the health and environmental implications of micromobility;

(g) Public participation in urban planning and decision-making processes was crucial, highlighting the saying: “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 (Netherlands) to keep urban transport safe, healthy and sustainable.

22. The participants had an opportunity to ask questions. The discussion concluded with the observation that recovery from the pandemic was a “make-or-break moment” for the health of the planet and the challenge did not lie in knowing what to do, but in 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*.<sup>4</sup>

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 for the Fifth High-level Meeting on Transport, Health and Environment**

25. The Chair recalled that, at the extraordinary meeting of THE PEP (Geneva (online), 22 April 2020), the Government of Austria had informed member States about the proposal to postpone the Fifth High-level Meeting to 2021 because of the pandemic.<sup>5</sup> The Steering Committee had approved the postponement and the organization of its eighteenth session on the dates previously reserved for the High-level Meeting and the special session of the Steering Committee (ECE/AC.21/SC/2019/2–EUPCR1814179/2.1/THE PEP SC/2, para. 23).

#### **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 organize 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 on 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 marking the adoption of the declaration.

29. The representative of Austria 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 representative of Austria also informed the Committee that the host ministers were to be physically present in the meeting room (with a capacity for 50 people) and invited the secretariat to explore the possibility of the ECE Executive Secretary and the WHO Regional Director for Europe travelling to Vienna to be physically present at the event next to the Austrian ministers.

31. In addition, the Committee agreed that:

(a) The secretariat would send a save-the-date message to THE PEP focal points informing them of the new dates;

---

<sup>4</sup> World Health Organization (WHO) (Geneva, 2020).

<sup>5</sup> Informal document No. 2, paras. 8 and 11.

(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 organized as an online alternative to side events;

(d) Engaging a wide range of stakeholders, including youth, would be important.

32. The Chair proposed that a meeting be organized between the host country, the 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 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 make the entire text shorter, forward-looking and sharper.

35. The secretariat presented the updated draft, as amended by the Bureau, the Chair and the 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 in the preamble. A decision on the bracketed text could be taken at the final 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 of the draft declaration 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 official languages of ECE.

39. The representative of the Russian Federation requested the secretariat to send all official documents through the Permanent Missions to the United Nations Office and other international organizations 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.<sup>6</sup> The Netherlands had taken the lead for that 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 member States' views regarding 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: (a) the brochure itself, providing concrete facts and figures on the above-mentioned five major topics; and (b) a five-page

---

<sup>6</sup> See ECE/AC.21/SC/2019/2–EUPCR1814179/2.1/THE PEP SC/2, paras. 47 and 48.

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 Government of the Netherlands 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 to the draft declaration, on challenges, opportunities and vision, would be based on the facts and figures brochure and would cover the main facts and messages. It was emphasized that, as well as highlighting difficulties, it would be important to provide positive messages; to show decision-makers that challenges were opportunities. The experts from the Netherlands 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 official languages of ECE 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 to establish a task force to develop recommendations for green and healthy sustainable transport, also considering the experiences of the 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 on the development of green and healthy sustainable transport principles (ECE/AC.21/SC/2020/9–EUPCR2016697/5.3/9). Established in May 2020, the Task Force had brought together 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. Discussions were held during the session on the recommendations and how to adjust them. This included a comment from the representative of the Russian Federation on shaping the recommendations according to the principles of “Avoid (unnecessary mobility) – Shift (to healthy mobility) – Improve (existing mobility systems)”.

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

#### **E. Annex III to the draft declaration**

51. The Chair recalled that the draft pan-European master plan for cycling promotion was to be included as annex III to the Vienna declaration and that, at preparatory meeting for the Fifth High-level Meeting on Transport, Health and Environment (30 June 2020), a representative of Austria had stated that the pandemic would be considered in the master plan.<sup>7</sup>

52. 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”, which had been developed in the context of the pandemic.

---

<sup>7</sup> Report of the preparatory meeting for the Fifth High-level Meeting on Transport, Health and Environment (online, 30 June 2020), para. 16. Available at <https://thepep.unece.org/sites/default/files/2020-07/Draft%20report%20Preparatory%20meeting%2030%20June%20for%20the%20web.pdf>.

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

54. Furthermore, the Chair reminded the Committee that THE PEP Partnership on Cycling Promotion also intended to create an “infrastructure module”, to be annexed to the draft master plan.

55. A representative of the ECE Sustainable Transport Division, in partnership with the European Cyclists’ Federation and the World Bicycle Industry Association, presented the first version of the module (informal document No. 8), which had been elaborated under the auspices of the ECE Working Party on Transport Trends and Economics.

56. The Committee welcomed the work undertaken by the Working Party and noted the importance of the availability of commonly agreed definitions for cycling infrastructure that would help in establishing new international standards in the region.

57. The Committee advised the experts to work more closely with Governments and encouraged all countries to submit geographic information system data on national networks and types of infrastructure of networks to further develop the map of cycling infrastructure.

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

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

60. 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 the period 2021–2026 (ECE/AC.21/SC/2020/7–EUPCR2016697/5.3/7).

61. The Committee mandated the secretariat to submit the draft master plan in the three official languages of ECE for approval at the High-level Meeting and to include it as annex III to the draft declaration.

62. 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**

63. The Chair recalled that the sixteenth session of the Steering Committee (WHO Headquarters, Geneva, 12–14 December 2018) 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.<sup>8</sup>

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

## **G. Annex V to the draft declaration**

65. The Chair recalled that the publication *A Handbook on Sustainable Urban Mobility and Spatial Planning: Promoting Active Mobility*<sup>9</sup> 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.

66. The Chair further recalled that, at its seventeenth session (Geneva, 21–23 October 2019), the Committee had endorsed the format and content of the Handbook<sup>10</sup> and had agreed to include its conclusions and recommendations as annex V to the draft declaration.

---

<sup>8</sup> See ECE/AC.21/SC/2018/2–EUPCR1814179/2.1/SC16/2, paras. 41 and 42.

<sup>9</sup> United Nations publication, ECE/TRANS/298.

<sup>10</sup> See ECE/AC.21/SC/2019/2–EUPCR1814179/2.1/THE PEP SC/2, paras. 44 and 45.

67. 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**

68. 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.

69. The representative of France announced that the Government of France wished to invite the members of the Steering Committee and stakeholders of THE PEP to Paris to attend a special event celebrating the twentieth anniversary of THE PEP during the French presidency of the Council of the European Union in 2022.

70. The Committee warmly welcomed the invitation, thanked the Government of France for that initiative, and mandated the secretariat to start discussions with France on organizational matters.

71. 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 of ECE for inclusion as annex VI to the Vienna declaration.

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

### **A. Financial matters**

72. 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.<sup>11</sup>

73. It was noted that, despite the current travel restrictions, expenditure had been incurred for holding virtual meetings, in particular, for providing online interpretation platforms.

74. The secretariat informed the Steering Committee that interpretation services, usually provided by ECE through regular budget funds, could not be covered in the current year due to a liquidity crisis. The Bureau had authorized the secretariat to use extrabudgetary funds from THE PEP Trust Fund to cover the costs of interpretation in the three official languages of ECE in order to ensure the provision of that service.<sup>12</sup>

75. 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 the extremely high amount of in-kind contributions received during the current year, especially through the work in the Task Force on the development of green and healthy sustainable transport principles.

76. 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.

77. 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**

78. 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

---

<sup>11</sup> See ECE/AC.21/SC/2020/5–EUPCR2016697/5.3/THE PEP SC/5.

<sup>12</sup> See informal document No. 5, para. 22.

adopted by the Steering Committee, under which planned activities had been mapped against the Sustainable Development Goals of the 2030 Agenda for Sustainable Development.

79. It was mentioned that, due to the pandemic, some of the activities, such as relay races, could not take place, while others, such as working group meetings, had been held in a virtual format.

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

### **C. Monitoring progress in the implementation of the Transport, Health and Environment Pan-European Programme**

81. 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.<sup>13</sup>

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

(a) Reporting based on a questionnaire survey – 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 made in the Vienna declaration. Those indicators could be based to the extent possible on internationally available data sets.

83. 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 the Fifth High-level Meeting, with the aim of integrating new elements to be introduced by the Vienna declaration.

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

### **D. Transport, Health and Environment Pan-European Programme Partnerships**

85. The representative of Austria informed the Committee that THE PEP Partnership on Cycling Promotion had already begun implementing the master plan and would continue to do so after the Fifth High-level Meeting. In particular, the Partnership would support the following activities:

(a) The establishment, within the framework of THE PEP, of a pan-European competence centre for active mobility as a centre of excellence and a hub for cooperation among member States;

(b) Further development and implementation of EuroVelo, the European cycle route network, in close cooperation with ECE, 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.

---

<sup>13</sup> ECE/AC.21/SC/2019/2–EUPCR1814179/2.1/THE PEP SC/2, paras. 66 and 67.

86. The Committee welcomed the implementation plan and mandated the secretariat to include those activities in THE PEP workplan for the period 2021–2026.

87. 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 Austrian Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology, and 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;
- (d) Development of standardized cycling infrastructure to be integrated into relevant national regulations;
- (e) Development of cycling investment plan;
- (f) Creation of a network of Danube cycling ambassadors.

88. 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. Transport, Health and Environment Pan-European Programme Academy**

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

90. It was emphasized that, despite the various significant activities implemented under THE PEP Academy, its potential had not been fully exploited due to the major challenge posed by the lack of financial and human resources.

91. The Committee took note of the information provided and expressed its wish that THE PEP Academy be further strengthened as an important implementation mechanism. Emphasis was placed on the need for resource mobilization in order to plan new activities and initiatives that would be in line with THE PEP workplan for the period 2021–2026 and to enhance a set of possible good results to be achieved following the Fifth High-level Meeting.

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

## **F. Communication strategy**

93. As a 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.

94. 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.

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

96. 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**

97. The secretariat updated the Committee on the European Environment and Health Process, in which THE PEP was a recognized stakeholder with a responsibility to implement certain parts of the Declaration of the Sixth Ministerial Conference on Environment and Health (Ostrava Declaration).<sup>14</sup> The secretariat informed the Steering Committee of several events at which THE PEP had been discussed.

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

## **V. Other business**

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

100. 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**

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

102. 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 ECE.

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

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

---

<sup>14</sup> WHO Regional Office for Europe/United Nations Economic Commission for Europe/United Nations Environment Programme, document EURO/Ostrava2017/6.