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ECONOMIC COMMISSION FOR EUROPE
Joint Meeting on Transport and the Environment

Ad hoc meeting of National Focal Points, Lead Actors
and other experts on the Programme of Joint Action
on Transport and the Environment
(7-9 February 2000)

**REPORT ON THE MEETING
OF NATIONAL FOCAL POINTS, LEAD ACTORS AND OTHER EXPERTS**

INTRODUCTION

1. The meeting was held on 7 and 8 February 2000. On 9 February 2000 a joint meeting with the WHO Steering Committee for the follow-up and implementation of the WHO Charter on Transport, Environment and Health was held. The report of the joint meeting is attached as annex to this report.

2. The meeting was attended by national focal points, lead actors and other experts, representing the following countries, international organizations and non-governmental organizations: Austria, Belgium, Croatia, Denmark, Estonia, Finland, France, Germany, Hungary, Italy, Netherlands, Russian Federation, Slovakia, Slovenia, Spain, Sweden, Switzerland, The former Yugoslav Republic of Macedonia, United Nations Environment Programme (UNEP), European Conference of Ministers of Transport (ECMT), Organization for Economic Co-operation and Development (OECD), European Federation for Transport and Environment (T&E), International Council of Environment Law (ICEL), International Society for Doctors for the Environment (ISDE), International Road Federation (IRF), International Road Transport Union (IRU), Regional Environmental Center for Central and Eastern Europe and International Union of Railways (UIC).

I. ADOPTION OF THE AGENDA

3. The meeting adopted its agenda (JMTE/AC.1/2000/1).

II. ELECTION OF OFFICERS

4. The meeting elected Mrs. Sibylle Vermont (Switzerland) as Chairperson.

III. NATIONAL IMPLEMENTATION ACTIVITIES OF THE PROGRAMME OF JOINT ACTION ADOPTED BY THE REGIONAL CONFERENCE ON TRANSPORT AND THE ENVIRONMENT (VIENNA, 12-14 NOVEMBER 1997)

5. Prior to commencing the discussion, the secretariat announced that France, Italy and Turkey had sent their responses to the questionnaires. However, due to the deadlines, it had not been possible to incorporate those responses into the informal documents.

6. The secretariat announced its intention to establish weblinks with the member States¹ and lead actors¹ websites that contain information on their activities linked with the Programme of Joint Action (POJA). The meeting welcomed the proposition and suggested that delegates could provide information on the activities (conferences, seminars, etc) taking place in the region, in order to establish a calendar of events to be posted on the POJA website (www.unece.org/poja).

7. The secretariat presented informal document 1 “Programme of Joint Action activities at the national level – Draft projects list”, based on the responses to a questionnaire previously sent to all national focal points. The aim of the informal document was to identify projects and activities for the implementation of the Programme of Joint Action at the national level, including the project descriptions, methods of work and time schedule. Annex 1 of informal document 1 reflects which of the national elements countries are implementing.

8. The secretariat highlighted that 44 questionnaires had been sent, and 10 responses received. With a view to presenting wider information to the Joint Meeting on Transport and the Environment at its 3rd session on 6 June 2000, the meeting requested the secretariat to send to the national focal points and international lead actors an official letter signed by Mr. Yves Berthelot, Executive Secretary of the Economic Commission for Europe, inviting them to complete the questionnaires before the 29 February 2000. The secretariat will complete the documents based on further answers to the questionnaires and present them to the Joint Meeting on Transport and the Environment.

9. During a round-table discussion, focal points and other experts presented the activities being developed in Member Countries, as well as reporting on progress and problems encountered in the national implementation of the Programme of Joint Action.

10. The following important common points of interest were highlighted during the round-table discussion:

- (a) cooperation between Ministries;
- (b) action plans (indicators for urban zones, public transport and its financing/pricing, financial resources for the projects implementation);
- (c) legal instruments (strategic environmental assessment (SEA), implementation of the Kyoto Protocol);
- (d) technical measures (car inspection including heavy duty vehicles, fuel specification);
- (e) economic instruments (taxes, incentives, internalisation of external costs);
- (f) spatial planning (further governmental partnership);
- (g) public awareness;
- (h) partnership with other sectors (industry, public sector local and regional levels);
- (i) urban zones (public transport and its financing/pricing);
- (j) intermodality (road, rail, inland waterways, bicycles) and combined transport;
- (k) tourism/leisure travel;
- (l) cycling promotion;
- (m) coordination and information on public transport.

11. On the basis of this information, the secretariat prepared a table containing each of the important points which arose during the national focal points round-table discussion. Member countries and the international organizations and non-governmental organizations present filled in the table indicating the points for which they could offer specific expertise to other countries, or wished to receive it. The secretariat prepared a first document containing all the information provided by delegates as well as a list of contact persons. This document was distributed and delegates completed it in order to establish contacts regarding the expertise they were looking for. This table is posted on the POJA website and will be developed according to the further information which Member countries, international organizations and non-governmental organizations will provide.

12. The national focal point of Slovakia informed the meeting that a Joint Action Plan on Transport and the Environment had been adopted in 1999. The Action Plan had been drawn up on the basis of the Programme of Joint Action and distinguished between short and medium-/long-term actions. It included a budget of a total of SKK 124 million (1 EUR = 44,827 SKK) and listed the responsibilities for implementation in different sectors. The expert distributed an English translation of the document and provided an electronic copy to be posted on the POJA webpage.

13. Several delegations pointed out that we were reaching the limit of some technical solutions but that we would still have to explore and improve the issues of public attitude and public behaviour toward transport.

14. Mr. Theo Henckens, from DHV Consultants (Netherlands) presented the PHARE project “Transport and the Environment: A Multi-Country Approach” which covers all the Phare partner countries. The project aims to develop a multi-country approach in order to reduce environmental pollution resulting from the growth of the transport sector. The derived objective is to integrate environmental issues into transport policy in all the countries concerned. The final report of the project is available in the POJA website.

15. The meeting welcomed the presentation and highlighted the usefulness of the methodology used in the project to group the information given by countries. Experts noted the data requirements for a full analysis of national priorities.

16. The meeting discussed the usefulness of informal document 1. It highlighted that it was impossible to show common national priorities for countries. It also noted that some national elements of the Programme had not been implemented.

17. The meeting agreed on the following recommendations:

- (a) further analysis of the gaps regarding the implementation of the Programme of Joint Action elements has to be realised by considering those elements which are not being implemented;
- (b) the format of the document should be simplified according to the Croatian example (informal document 1, page 2), and longer versions should be annexed to the document;
- (c) the table (annex 1) should highlight the expertise of the countries and differentiate the planned projects from those implemented or under implementation by 2007.

IV. IDENTIFICATION OF PRIORITIES AT THE INTERNATIONAL LEVEL AND WORK PLAN FOR THE IMPLEMENTATION OF THE PROGRAMME OF JOINT ACTION

(a) Priority setting for international activities

18. The secretariat presented informal document 2 “International priority setting”, based on the 12 responses received to a questionnaire previously sent to all national focal points and other experts (44 questionnaires were sent). It was requested to judge the importance of the international elements of the Programme of Joint Action, in order to establish priorities among them for the whole UN/ECE region, taking also into account sub-regional concerns and specifically those of countries in transition. This document aims to lay the foundation for the identification of new international lead actors for the high-priority elements that are not yet covered (the methodology used to identify the high priority elements is described in para. 4 of informal document 2). Table 1 reflects the high priority elements for transition countries, non-transition countries and for all countries. It also indicates those high-priority elements that are not yet covered by a lead actor.

19. Bearing in mind that priorities have to be given from the viewpoint of the Programme of Joint Action process, experts:

- (a) welcomed the methodology used to establish priorities among international elements;
- (b) suggested to consider as high-priority elements those with an average of between 1 and 1.5 ($1 \leq \text{average} \leq 1.5$) instead of 1 and 1.9 as in the informal document, in order to better target those priorities;
- (c) suggested to add a column to table 1 indicating for each priority if instruments or standards are already implemented, in order to discuss if there is a need for changing, enforcing or creating new instruments or standards;
- (d) suggested to take a closer look at the Programme of Joint Action versus other programmes running in international organizations, in order for countries not to duplicate work already done, and look at priorities where UN/ECE would have an added value;
- (e) suggested that the JMTE look at priorities and find new lead actors. A possible way of working could be by sharing the lead actorship between several countries/organizations, including non-governmental organizations.

20. The meeting welcomed the document and:

- (a) noted that, due to the low rate of response, the elements identified as high priorities might not reflect the whole UN/ECE region concerns;
- (b) noted that the highest rate of response from countries in transition than from non-transition countries induce a lack of equilibrium in the “all the countries” group average;
- (c) urged Member States which were not able to complete the questionnaire on time to do it before 29 February 2000.

21. The representative of Slovenia announced the intention of her country to become co-lead actor with Italy and Austria for chapter IV of the Programme of Joint Action (sensitive areas).

- (b) Establishment of a draft work plan for the period July 2000 - June 2001 for the implementation of the Programme of Joint Action at the international level

22. The secretariat presented informal document 3 “Draft work plan for the implementation of the Programme of Joint Action at the international level, covering the period July 2000 – June 2001”, based on the 7 responses received to a questionnaire previously sent to international lead actors (14 questionnaires were sent). The informal document details the international elements of the Programme of Joint Action and their lead actors and indicates the lead actor work plans for each of those elements including the objectives for the period, the work methods and the time schedules for the activities.

23. Mrs. Christina von Schweinichen from the UN/ECE Environment Division reported on the joint project by the UN/ECE Committees on Environmental Policy and on Human Settlements on urban transport patterns and land-use planning. A joint steering group, composed of experts from central and local governments, the private sector, the academic community and NGOs, has been set up to implement the project. The steering group will prepare a work programme to be submitted to both Committees in 2000. The project aims at:

- (a) facilitating the exchange of information and experience on planning, regulatory, economic, financial, organizational and other measures to achieve environmentally sound urban transport and sustainable land use;
- (b) promoting networking among environmental and municipal policy and decision makers, urban and regional planners, researchers, and representatives of the private sector and citizens groups dealing with transport management and land use;
- (c) generating policy recommendations and practical guidance to public authorities at various levels.

24. Ms. Brinda Shimizu of the UN/ECE Transport Division reported on the activities under way in the context of the Working Party on Transport Statistics (WP.6) and in line with the international element I(d) of the Programme of Joint Action in the area of statistics and methodology. Moreover, it was noted that the fiftieth anniversary session of WP.6 (17-19 November 1999) was devoted to the theme of Indicators for Sustainable Transport (TRANS/WP.6/137). In this connection, WP.6 made progress on the integration of environmentally-related data into the Common Questionnaire for Transport Statistics, which will include as of the year 2000, variables on Alternative Fuels, Cylinder Capacity and Unladen Vehicle Weight for the various vehicle categories. In addition, it was noted that the ECE, in cooperation with the European Environment Agency would organize a Workshop on the Extension of TERM (Transport and Environment Reporting Mechanism) to ECE Countries in Transition (tentatively scheduled for September 2000 in Copenhagen).

25. Mr. Henning Wuester, from the UN/ECE Environment Division presented additional information to the draft work plan. The note "Activities under the Convention on Long-range Transboundary Air Pollution" informed the expert meeting on activities carried out under the Executive Body for the Convention relevant for the Programme of Joint Action implementation.

26. A round-table discussion allowed lead actors to present the activities being developed in their countries and organizations:

- (a) AUSTRIA

The Ministry of the Environment of Austria initiated a study to develop criteria for sensitive areas. It will be presented at a workshop in the summer;

(b) FINLAND

Finland will hold on 16-17 November 2000 (eventually a week later, on 23-24 November 2000) a workshop on strengthening fuel quality standards. The workshop is targeted to applicant countries to EU, but other participants are welcomed.

(c) ITALY

Italy organized the International Conference on "Pollution from cross-border traffic and alternatives for a sustainable mobility", 17-18 February 2000 in Bressanone. The Conference dealt with the analysis and evaluation of air quality in Inner Alpine Valleys (sources of atmospheric pollution in South Tyrol, future scenarios, effects of air pollution on humans and the environment), the interaction between traffic, environmental protection and economic development (environmental and social costs of various modes of transport, economic development and freight transport in Alpine Regions).

Italy foresees for the end of 2000 the preparation of a workshop on the traffic of hazardous freights in the area of Trieste.

(d) NETHERLANDS

The delegate of the Netherlands reported on progress in the preparation of a Workshop on Indicators for National Bicycle Policy, which will be held during the World Bicycle Conference in Amsterdam (Velo Mondial, 18-22 June 2000). He invited national focal points to nominate contact persons within their national administrations that would be interested to participate in the Workshop. He also solicited any information (national schemes, reports, policy papers etc.) on national bicycle policy that could be helpful in establishing indicators.

(e) SWEDEN

The Swedish Maritime Administration published a brochure entitled "Environmental differentiated fairway and port dues". This brochure describes the environmental differentiated fairway dues, which entered into force as of 1 January 1998 and comprise a two-part fee. These differentiated fairway dues gave impressive results in reducing NOx and sulphur emissions from ships.

(f) ECMT

The ECMT and the OECD have together launched a three-part project based on a sequence of workshops, a survey of cities and a series of in-depth national policy reviews to examine why the implementation of integrated, sustainable land-use and transport policies has proven to be so

difficult, and how countries and cities can overcome these barriers. Work on this project began in 1998 and is designed to take place over a three-year period.

The ECMT published, in December 1999, the document "Cleaner cars - Fleet Renewal and scrappage schemes - Guide to Good Practice Scrappage schemes". This publication analyses the effectiveness of these programmes in protecting the environment and reviews the schemes introduced to date in Europe and North America. Three complementary issues are addressed to help make pragmatic recommendations: what are the effects of scrapping schemes on the car market and the national economy?; what are the effects of these programmes on the environment? and can scrappage schemes be useful in former socialist countries?

A Joint ECMT, ACEA and OICA Conference on "Smart CO2 Reductions - Non-product Measures for Reducing Emissions from Vehicles", will be held in Turin, 2-3 March 2000. The purpose of the Conference is to identify some of the more cost efficient non-product measures that merit more international attention. Industry, government and academic experts will participate.

The forthcoming next ECMT Ministerial Session will have a substantive discussion on sustainable transport (May 2000, Prague).

(g) UNEP

The UNEP Division for Technology, Industry & Economics has recently published two reports jointly with the OECD on "Phasing Lead out of Gasoline" and "Older Gasoline Vehicles".

(h) (T&E)

The Swedish NGO Secretariat on Acid Rain, the European Federation for Transport and Environment (T&E) and the European Environmental Bureau published "Economic instruments for reducing emissions from sea transport" in 1999. This report explains the importance of reducing emissions from shipping, and shows that measures by port states make economic sense. The report shows that abatement measures for ships would be 8 times cheaper than some measures included in the 1999 Gothenburg Protocol to the Convention on Long-range Transboundary Air Pollution to Abate Acidification, Eutrophication and Ground-level Ozone. It also suggests how existing administrative obstacles can be overcome. The knowledge is to be used by decision-makers at national and European level.

(i) UIC

The UIC has undertaken a study on external effects of transport covering Western European countries and is to be published in the spring. This could serve as a basis for developing pricing instruments. The study could be extended to interested CEE countries and UIC offers to support

such work. The executive summary of the study will be sent to Member Countries and will be made available on the internet.

27. The meeting:

- (a) noted that much information on transport and the environment is developed in countries and organizations that are not lead actors and proposed to also incorporate this information in the documents to be transmitted to the Joint Meeting on Transport and the Environment;
- (b) noted that some of the activities and workshops announced by lead actors are not aimed to the national focal points participation;
- (c) urged lead actors to complete the questionnaire before 29 February 2000 in order to incorporate this information in the Draft Work Plan to be presented to the Joint Meeting on Transport and the Environment at its third session.

V. PREPARATION OF THE 2002 MID-TERM REVIEW

28. The expert meeting debated on the objectives to be reached and issues to be covered in the 2002 mid-term review. In particular, the expert meeting discussed the following possibilities:

- (a) the mid-term review should be at a high level, possibly organized as a joint meeting of both the Inland Transport Committee and the Committee on Environmental Policy, as well as the national focal points, lead actors and other experts of the Programme of Joint Action;
- (b) the review could be divided in two parts:
 1. general information on transport and environment policy for the period 1997- 2002, on the evolution of transport and environment statistics as well as trends, progress and assessment of environmental quality indicators. Data on infrastructure investments, economic data and data contained in the Environmental Performance Review (UN/ECE – OECD) should be used.
 2. identification of a limited number of key priorities and of gaps in the Programme of Joint Action, as well as incorporation of new key issues in the field of transport and the environment;
- (c) the review could identify the reasons for which some elements of the Programme of Joint Action have not been implemented, and decide if they have to be developed or not;
- (d) the review could examine why some priority areas have not found lead actors and may wish to discuss a redefinition of the role of lead actors;
- (e) the Joint Meeting on Transport and the Environment could initiate a competition between countries on the best implementation of the Programme of Joint Action and present a reward at the mid-term review;
- (f) the structure of the documents to be used for the mid-term review should be simple, flexible and focused. It is foreseen to have appendices to those documents containing national reports and the reports of lead actors on their activities in the Programme of Joint Action.

VI. OTHER BUSINESS

29. The expert meeting discussed the possible creation of a joint ad hoc expert group on transport and the environment to assist the Joint Meeting in its tasks. It recommended to the Joint Meeting:

- (a) to establish a Joint ad hoc expert group on transport and the environment until 2002 (mid-term review). The structure of this group should be flexible and deal with substance and advise the Joint Meeting in its work. It should have at least one meeting a year, but not more than two according to the needs. As much as possible those meetings have to be planned back-to-back to other meetings such as the Inland Transport Committee and the Committee on Environmental Policy in order to optimize resources;
 - (b) that the ad hoc expert group should assist the Joint Meeting on Transport and the Environment to ensure a good coordination of work with the WHO Steering Group for the Implementation of the London Charter on Transport, Environment and Health in order to avoid duplication of efforts;
 - (c) the following mandate for a Joint ad hoc expert group of national focal points, lead actors and other experts on transport and the environment, until 2002 (mid-term review):
 - identification of key priorities based on long-term regional objectives and technical and scientific developments;
 - actualization of the revolving work plans;
 - provide guidance for the implementation of the Programme of Joint Action and ensure good coordination, based on practical experience gained in different countries. Specific emphasis should be given to progress achieved and problems encountered in countries with economies in transition.
 - exchange of information on the implementation of the Programme of Joint Action;
 - identification of gaps and solutions to fill them;
 - preparation of the 2002 mid-term review.
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ANNEX

**REPORT ON THE INFORMAL JOINT UN/ECE-WHO MEETING
(GENEVA, 9 FEBRUARY 2000)**

**FOLLOW-UP TO THE THIRD MINISTERIAL CONFERENCE ON
ENVIRONMENT AND HEALTH (LONDON, JUNE 1999)**

I. OPENING

Participants were welcomed by Mr P. Robineau, from UN/ECE and Dr C. Dora, WHO, who co-chaired the session. Dr. Dora chaired the part on the inventory of agreements and legal instruments relevant for transport, environment and health, and on the document “political targets and objectives for transport, environment and health contained in major regional declarations”. Mr. Robineau chaired the discussion on the next steps to take for the identification of the gaps and further recommendations. The meeting adopted the agenda and reviewed the timetable for the overview of relevant existing agreements and legal instruments on transport, environment and health.

Mr. Robineau invited Mrs. Vermont to summarise the main outcomes of the UN/ECE meeting of National Focal Points, Lead Actors and other experts on Transport and the Environment held on 7 - 8 February 2000

In opening the session on items II and III below, Dr. Dora reminded participants that the documents in discussion at this joint session are the first contributions to the overview of relevant existing agreements and legal instruments on transport, environment and health, with a view to improving and harmonizing their implementation and further developing them as needed. The preparation of this overview was requested by the London Ministerial Conference Declaration in June 1999 and by the Charter on Transport Environment and Health adopted at that Conference, to be prepared by the WHO and UN/ECE jointly and in co-operation with other international organizations.

Dr. Dora then presented an outline of the steps in the preparation of the review of instruments agreed between WHO and the UN/ECE late in 1999. These are:

- To describe the political goals and objectives to be achieved on transport, environment and public health;
- To describe present instruments and identify how they respond to transport, environment and health political targets,
- To identify existing gaps;
- To propose ways of closing the identified gaps.

II. PRESENTATION AND DISCUSSION OF THE “INVENTORY OF AGREEMENTS AND LEGAL INSTRUMENTS RELEVANT FOR TRANSPORT, ENVIRONMENT AND HEALTH”

Ms. Erlind Broch, from COWI consultants were invited to introduce the “Inventory of agreements and legal instruments relevant for transport, environment and health”. This inventory was prepared in close consultation with the WHO and UN/ECE secretariats, to assist these secretariats in responding to the Ministerial request mentioned above.

COWI consultants informed that the report had to be prepared over a short period of less than two months during Christmas and New Year vacations, in view of the tight deadlines for the final report. Around 250 relevant instruments had been identified in Annex II of the Charter on Transport, Environment and Health. In view of this large number, it was decided to engage officials involved with their implementation in responding to a semi-structured questionnaire which addressed the main themes of the Transport, Environment and Health Charter and of the Vienna Declaration adopted by the Regional Conference on Transport and the Environment (Vienna, 12-14 November 1997).

85 replies to the questionnaires were received. A number of potential gaps were identified on a preliminary basis. These are summarized in Annex I (Executive Summary of COWI report with table of gaps).

Nearly half of the 250 instruments are from the European Commission (e.g. Directives, policy documents). As the EC could not respond to the questionnaires in the short time required, it was decided to provide an overview of EC agreements and legislation prepared by the consultants and without direct questioning of the EC. These are covered to a large extent in annex 4 of the report.

The main limitations of the report as it stands were pointed out by COWI, and include:

- The number of questionnaires received cover only approximately 70 % of the 125 non-EC instruments, and the quality of replies received was very variable;
- There was no time to carry out quality assurance procedures to check the replies and the database entries;
- It was not possible to have a good evaluation of North-South and East-West differences in coverage of instruments;
- It was not possible to cover bilateral agreements, and only few sub-regional agreements were covered;
- The assessment of implementation of the instruments was not possible. For the few instruments for which answers on implementation were received, these are based on the assessment of the instrument’s secretariat;
- The EU Annex has several gaps that could be filled through interaction with EC staff;

- The list of gaps identified through this exercise is very preliminary and at this stage should NOT be considered as an indication of areas where further developments are needed.

COWI concluded that it would be useful to complete this inventory.

The meeting welcomed the COWI report, agreed on the methodology adopted in preparing the inventory and shared the opinion that this inventory is a very useful instrument, which should be completed and possibly maintained updated.

The meeting thanked to Denmark, who had provided support in the preparation of the inventory, and welcomed the announcement that Denmark is available to give some additional support to complete the COWI report.

The meeting held a discussion on the COWI report. Main points of clarification, questions and suggestions to COWI on how to improve the document included:

- It may be worthwhile to identify which instruments re-occur most frequently throughout the inventory, as this may provide indications on which instruments cover many of the themes of interest;
- It seems advisable to review the terminology and definitions used throughout the report, to bring them in line with internationally accepted definitions, where available;
- Integration across the three sectors of transport, environment and health could be identified as an additional important theme through which instruments should be analyzed. For example, it might be useful to look specifically at whether health authorities are involved in decision-making processes on transport policies;
- More information should be given about the scientific base of several instruments which identify safe limits for human health and the environment, such as the WHO air quality guidelines and the protocols to the UN/ECE Convention on Long-range Trans-boundary Air Pollution;
- Strengthen the discussion of trade-offs between effects on health (critical levels) and environment (critical load levels);
- Note that WHO air quality guidelines cover fine and ultra-fine particulate matter and the Protocols to the UN/ECE Convention on Long-range Transboundary Air Pollution are expected to lead to significant reductions in particulate matter pollution.
- It should be included climate change, its expected health impacts, and the effects of fuel taxes and of air traffic increases, climate change instruments, the Alpine Convention and its Protocols, and should be mentioned fuel quality directive to vulnerable areas.
- It should be noted that the EC Ozone Directive and the new multi-effect protocol to the UN/ECE Convention on Long-range Trans-boundary Air Pollution address vulnerable groups;
- Focus of inventory should be on broad pan-European instruments (sub-regional agreements, like EU instruments, to be used as background information);
- There is a need to complete the annex with the information of the EC, (e.g., none of the EU decisions on health were included),

- There is a need to re-assess and complete the list of gaps identified through this still very preliminary exercise (e.g. it seems that in some cases there are instruments which in fact cover the area in a satisfactory manner, such as in the case of inland water pollution prevention and road safety);
- The report mixes many items of detail with important principle issues. Focus in future work should be put on identified priority elements.

A specific point of discussion was about the need to include information on the implementation of policies and on their effectiveness. It was acknowledged that it would be difficult to have an in-depth assessment of implementation in the short time available to complete the report. On the other hand, there are many assessments that have been made of implementation of different policies, and these could be revisited. Assessments that could provide useful inputs include, for example: a UIC report on how 17 countries have internalized (or not) the external costs of transport, OECD and UN/ECE environmental performance reviews (EPRs), analyses prepared by the European Environmental Agency (EEA), and National Environmental Health Action Plans (NEHAPS). Along with these assessments, also analyses of trends across the region were suggested as tools to use to look into effectiveness of certain instruments.

In general, the comments reflected that it would be worthwhile, if necessary resources were identified, to complete the inventory, incorporating the instruments not yet covered, the comments made at the session, and completing the annex with EU instruments. The EC representative volunteered to update and complete annex 4 in consultation with his colleagues from the DGs concerned.

The next phase should also concentrate on complementing the assessment of gaps begun with the COWI report and include an assessment of implementation of the policy instruments, drawing to the extent possible from existing reviews.

III. PRESENTATION AND DISCUSSION OF THE DOCUMENT "POLITICAL TARGETS AND OBJECTIVES FOR TRANSPORT, ENVIRONMENT AND HEALTH CONTAINED IN MAJOR REGIONAL DECLARATIONS"

The working paper on goals and strategies prepared by the UN/ECE was introduced by Mr. Wuester, who explained the procedure followed to summarize the targets and objectives included in the Vienna Declaration, the Programme of Joint Action (POJA), in the London Declaration and the Transport, Environment and Health Charter. He stressed that the document was a working tool to be used for the identification of gaps. Due to a lack of time, no other regional or global declarations had been included.

The meeting acknowledged the report as a good start, but considered that it was not sufficient to identify just goals and objectives. A wider range of existing agreements should be considered. Additional targets and objectives accepted by countries in the region should be proposed by interested MSs, IGOs and NGOs, providing clear reference to the origins, such as documents accepted at the regional or global level.

The meeting took note of the document "NGO Contribution to the UN-ECE WHO joint meeting on 9 February 2000" presented by Dr. Silberschmidt, International Society for Doctors for the Environment (ISDE) and distributed at the meeting. This document also contributes towards the identification of possible measures to be considered in order to help reaching the targets and objectives of the Vienna Declaration and the London Charter.

IV. GENERAL DISCUSSION ON BOTH REPORTS AND ON WHERE THEY SHOULD FOCUS

The meeting agreed with the need for an open process of preparation of these documents, with broad participation from countries and organizations.

The meeting took note of the expression of interest by France to financially contribute to this process.

The meeting agreed that in the further development of the two documents there is a need to:

- Focus on a few instruments that could lead to greater environmental and health gain and to look into cross-sectoral integration, including the involvement of health authorities in the decision-making process on transport policies, and figure prominently in the report;
- Assess the level of implementation of the instruments in general with respect to some specific priority issues for transport, environment and health, drawing to the extent possible from existing reviews and assessments (EPRs, NEHAPSs, EEA reports, etc.). An analysis of trends on health and environmental impacts of transport in different countries could inform on the effectiveness of current instruments in different parts of the region;
- Identify priorities, including those at national and sub-regional level (e.g. in countries in transition), and then focus on their political and juridical dimensions in order to recommend the most appropriate way to fill the identified gaps.

Concerning the further identification of gaps, the meeting envisaged that, at this stage, it has to be organized around the following 4 main categories:

- Development of existing instruments;
- Implementation of existing instruments;
- Soft law and policy guidelines for those issues/areas where precise objectives and targets cannot be fixed at an international level (regional and local level);
- Development of new instrument.

The meeting took note of the interest expressed by a group of MSs, IGOs and NGOs to support the work to be done by the secretariats. These include participants in the Steering Group for the Charter implementation, as well as national focal points, lead actors and other experts of the POJA, who already volunteered to support the preparation of the review of instruments. The list of contact persons “Friends of the Report”, will be widely disseminated and is open to any further participation from MSs, IGOs and NGOs.

V. NEXT STEPS

The meeting agreed to inform the Contact Points for Health of the Charter and the national focal points, lead actors and other experts of the POJA of the establishment of an open consultation process according to the following time-table:

TIMING	PROCESS	OBJECTIVES
15 February – 15 March	Open consultation process through written comments sent by e-mail and fax	<ul style="list-style-type: none"> • Complete COWI inventory by obtaining missing questionnaires, completing Annex IV with input from the EC and including comments received from stakeholders; • Review the COWI inventory according with the input received; • Revise the document on policy targets and objectives on the basis of written comments. Comments should include proposals for targets and objectives to be included in the document, with clear indication of reference to the existing instrument(s) where these goals are stated; • Comments on the environmental and health relevance of the targets and objectives proposed; • Suggestions on gaps (e.g. in existing agreements, due to lack of implementation, etc.) and corresponding recommendations; • Comments on implementation of measures, agreements and instruments.
15 March - 14 April		<ul style="list-style-type: none"> • WHO and UN/ECE secretariats to revise the documents based on inputs received.
14 April	Meeting of interested stakeholders	<ul style="list-style-type: none"> • Review revised documents; • Provide a preliminary indication of recommendations on what should be done on the basis of the gaps identified (e.g. types of different recommendations, such as protocols to existing instruments, framework agreements/guidelines, etc.).
15 April - 6 June		<ul style="list-style-type: none"> • WHO and UN/ECE secretariats to elaborate the recommendations and maintain discussion with the group of interested stakeholders.
6 June	3rd Joint Meeting on Transport and the Environment (JMTE)	<ul style="list-style-type: none"> • Report of the work done to the JMTE; • Receive input from the JMTE concerning the recommendations elaborated by WHO and UN/ECE
7 June	Joint WHO – UN/ECE session	<ul style="list-style-type: none"> • Report of the work done at the joint session; • Received input from the joint session concerning the recommendations.
8 June	3 rd Steering Group Meeting for the Implementation of the Charter on Transport, Environment and Health.	<ul style="list-style-type: none"> • Report of the work done to the Steering Group • Receive any further input from the Steering Group concerning the recommendations elaborated by WHO and UN/ECE.
9 June – 31 July		<ul style="list-style-type: none"> • WHO and UN/ECE secretariats to finalize the report.
By the end of 2000		<ul style="list-style-type: none"> • High-level meeting of transport, environment and health officials.