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**ECONOMIC COMMISSION FOR EUROPE  
WORLD HEALTH ORGANIZATION**  
Regional Office for Europe

**HIGH-LEVEL MEETING ON TRANSPORT, ENVIRONMENT AND HEALTH**  
**THE PEP Steering Committee**  
**(Fourth session, 10 - 11 April 2006)**

**REPORT OF THE 3rd MEETING OF THE BUREAU FOR THE  
IMPLEMENTATION OF THE TRANSPORT HEALTH AND ENVIRONMENT  
PAN-EUROPEAN PROGRAMME (THE PEP)**

**INTRODUCTION**

1. The third meeting of the Bureau of THE PEP Steering Committee was held in Rome on 2 December 2005. The Bureau reviewed progress made in the implementation of THE PEP Work Programme for 2005-2007, discussed the preparation of the 3rd High Level Meeting on Transport, Environment and Health, and prepared the fourth session of THE PEP Steering Committee.
2. The meeting was chaired by Mr. Nigel Dotchin (United Kingdom), chairperson of THE PEP Steering Committee and was attended by the following Bureau Members: Mr. François André (Belgium), Dr. Jaroslav Volf, (Czech Republic), Mr. Risto Saari (Finland), Mr. Vadim Donchenko (Russian Federation), Ms. Donna Lee (United States of America), replacing Mr. David Hohman.
3. Ms. Tea Aulavuo (UNECE), Mr. Martin Magold (UNECE) and Ms. Francesca Racioppi (WHO) participated on behalf of THE PEP secretariat.
4. The meeting was also attended by Ms. Angela Sochirca and Mr. Fabrice Pasquier, (UNECE) information content and IT managers of THE PEP Clearing House project

respectively, and by Ms Sonja Kahlmeier and Ms Nicoletta Di Tanno (WHO), technical officer, Transport and Health and web co-ordinator respectively<sup>1</sup>.

5. Participants were welcomed by Dr. Roberto Bertollini, Director of the Special Programme on Environment and Health of WHO/EURO who highlighted the importance of THE PEP and its contribution to the implementation of the commitments taken at the 4th Ministerial Conference on Environment and Health (Budapest, June 2004) and to the Environment and Health process. Dr. Bertollini also expressed the need to further increase the role of THE PEP as a framework for policy making in the fields of transport, environment and health and to enhance the visibility of the Programme, highlighting the importance of the 3rd High Level Meeting to that effect.

## **I. PROGRESS REPORTS ON THE IMPLEMENTATION OF THE ACTIVITIES**

### **1. Work Programme of THE PEP Steering Committee for 2003 -2005:**

#### **A. THE PEP Clearing House**

6. The Bureau welcomed the successful conclusion of the implementation and pilot operation phases of the Clearing House within the estimated time and cost plans and agreed to the official launch of the Clearing House for the public on 6 December 2005 ([www.thepep.org/CHWebSite](http://www.thepep.org/CHWebSite)).

7. The secretariat provided a detailed report on the work undertaken during recent months, gave an on-line demonstration of the use of the Clearing House and its functions and presented a number of user guides and information material prepared by THE PEP secretariat.

8. The Bureau noted that the challenges ahead were to (a) ensure continued operation of the Clearing House by THE PEP and the UNECE and WHO/Euro secretariats and (b) to promote visibility and use of the Clearing House, particularly in EECCA countries and in countries in South-Eastern Europe.

9. While the Clearing House design included numerous automatic features requiring few operating resources, particularly personnel costs, utmost efforts were necessary to cover these operating costs in order to safeguard the considerable development costs of the Clearing House that had been invested into this project by UNECE and WHO/Euro member countries.

10. With regard to visibility and use of the Clearing House, the Bureau considered and endorsed in particular the following issues:

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<sup>1</sup> The Bureau meeting was preceded on 1 December 2005 by an intra-secretariat meeting on THE PEP Clearing House.

(a) Dissemination:

- Dissemination of a communication package and press releases at the national level by the three Ministries involved with the active support of the national THE PEP focal points;
- Use of the press releases and other communication material to advertise the Clearing House also on the occasion of other relevant events (e.g. meetings, conferences);
- Establishment of web links to the Clearing House from the web pages of relevant Ministries;
- Development of a marketing campaign to progressively build awareness and promote the use of the Clearing House. In this respect, Mr. Saari informed the Bureau that integration of health in all sectoral policies will be the theme of the Finnish Presidency of the European Union during the second half of 2006. The organization of a dissemination event will be considered together with the secretariat;
- Clarify that it is a national responsibility to advertise the Clearing House at the national level and request countries to report on what they have done to this effect.

(b) Translations into Russian and French:

In view of the considerable resources required to translate all documents on the Clearing House into Russian and French, it was proposed to limit translations, as at present, to abstracts and key documents only.

(c) Content and long- term sustainability:

In order to maximize use of the Clearing House, it was recommended to keep it user-friendly, easy accessible and at no cost for users. The installation of a system to monitor use and provide for feedback was considered useful. Also, ad hoc surveys could be carried out to gather feedback on specific topics.

The content of the Clearing House should reflect the diversity of priorities which exist in different parts of the region (for example, the continued use of lead in petrol and its replacement with high amounts of additives, are priority concerns in several EECCA counties). In order to cover also issues that go beyond the mandated priority areas of THE PEP, web links to relevant legal instruments and policy work carried out by ECMT, OECD, the World Bank and the EU should be established.

(d) Examples of additional services and tools providing added value to the Clearing House:

- advocacy material (figures, evidence, case studies) to win attention, understanding of the issues and support of high level decision makers;
- directories of experts that could be referred to for specific questions;

- synthetic evaluations/descriptions of different policy options (e.g. a sort of “technical passport” with information about where the measures are used, what their results are, what the options are for transferability, including examples, case studies and policy options;
- directories of products for practical use (e.g. where to buy computer models and software).

**B. Sustainable and Healthy Urban Transport and Planning**

11. At its third session, the Steering Committee had welcomed the interest expressed by Georgia, the Republic of Moldova and The former Yugoslav Republic of Macedonia to host further workshops addressing specific issues in urban transport of concern to them and their neighbouring countries, in view of the success of the workshop on “Implementing Sustainable Urban Travel Policies in Russia and other CIS countries” held in Moscow on 29 September – 1 October 2004.

12. The Bureau was informed about contributions pledged by the Swiss and Dutch Governments for building capacity in the EECCA region regarding sustainable urban transport issues. Furthermore, the Bureau was informed that the WHO Regional Office for Europe had decided to earmark some funds for the same purpose. These financial contributions will allow the organization of the first sub-regional workshop in Georgia, possibly in the second part of 2006, and preparation of a thorough background document on the challenges of sustainable urban transport in this part of the European region.

13. Next steps would be to work out, together with the Georgian counterparts and the donors, a preliminary programme, to be presented to the Steering Committee. On a preliminary basis, and in order to maximize synergies with other relevant activities implemented under THE PEP, the workshop could consist of two main parts. The first part could address questions related to upgrading of public transport systems in the principal towns of the sub-region, involving also improving the co-ordination and collaboration between the various sectors and levels of Government regarding urban transport policy making and implementation. The second part would focus on the assessment of health and environment impacts of urban transport in the sub-region, establishing synergy with the follow-up to THE PEP project on “Transport related impacts and their costs”.

14. The Bureau welcomed the initiative to carry out further work in one of the main priority areas for THE PEP, building on the Moscow workshop recommendations. Involvement of qualified local experts from the region as well as input from “western” experts was seen as essential in the preparation of the workshop and the related documentation. The Bureau stressed, in particular, the importance of ensuring the involvement of the transport sector in the workshop. Mr. Donchenko suggested, in this context to involve the co-ordinating body of Ministries of Transport of the Commonwealth of Independent States. The Bureau also highlighted the

importance of analyzing and reporting about the urban transport issues in the region, including with a view to informing the High-level Meeting in 2007.

**C. Transport related health impacts and their costs and benefits**

15. The Bureau was informed that, as part of the follow-up to this project, a kick-off meeting had been held on 24-25 November in the Netherlands, hosted by the Dutch Government and attended by participants from Austria, Czech Republic, France, Georgia, the Netherlands, Switzerland, the United Kingdom, the Russian Federation and the WHO.

16. The project is being implemented by a task force presently composed of 12 countries. It aims at the development of a “tool-box” (or “tool-kit”) to support three main target users, namely decision makers at the political level, policy makers and experts/practitioners, by making easily available to them advocacy tools, key-messages, briefings on selected topics, guidance for different types of assessments, case-studies and access to information and networks. The project also aims at stimulating the development of national case studies. The “tool-box” would also be disseminated and made accessible through THE PEP Clearing House.

17. The Bureau welcomed the developments in this project and the synergy with the project on “Sustainable and healthy urban transport and planning”. It also recommended that:

- (a) the development of the part of the tool kit addressed to politicians be tested for its communication and advocacy relevance in different contexts;
- (b) the tool-box integrates in its structure and contents other relevant products under development, such as the guidance being developed for institutional arrangements for policy integration. (this can be included in the document for the item).

**D. Practical guidance on institutional arrangements and mechanisms for integrated policy and decision-making**

18. The Bureau was informed about the progress achieved in the implementation of the project focusing on supportive institutional conditions for the effective integration of environment and health issues into transport policies. This project involves examination of current institutional practice for policy integration in the UNECE–WHO/Europe region on the basis of a questionnaire survey and a review of relevant international studies and publications available. This practice will, thereafter, be analyzed to identify success criteria and barriers to policy integration as well as common lessons. In order to deepen and complete the information obtained as well as to issue recommendations, Germany will host a workshop on “Institutional conditions for integrated transport, environment and health policies” that will be held in Berlin on 23-24 January 2006. Following the workshop, a project report will be prepared for discussion by the

Steering Committee after which it will be finalized for submission to the third High-level Meeting.

19. The Bureau expressed its support for the project and appreciated the initiative to organize the workshop in Berlin. Mr. Donchenko informed the Bureau that the Russian Federation is planning to establish training of the national administration on the basis of the material to be produced as an outcome of the project.

20. In discussing the questionnaire survey to be completed prior to the workshop, the Bureau members highlighted the importance of internal consultations in filling in the questionnaire, as well as being able to provide further information by means of attached documents. To this end, in addition to filling in the questionnaire on-line, the respondents were to be given the option to complete it in a format that could be returned by e-mail or by fax:

21. Regarding the substantive issues to be addressed, the delegations highlighted the importance of looking at:

- ex-post assessments (in addition to the ex-ante ones), in order to evaluate whether transport policies and projects, e.g. investments in infrastructure have delivered the expected results;
- the extent to which the legislative provisions in different countries influence institutional arrangements for policy integration.

**E. Promotion of safe walking and cycling in urban areas**

22. The Bureau was updated on progress achieved in the implementation of the project, which aims at promoting safe conditions for walking and cycling in urban areas through the exchange and dissemination of good practices and through improving the assessment of health effects from cycling and walking, as well as of the costs and benefits of promoting non-motorized transport.

23. In particular, the Bureau was informed that nearly 50 case studies from 12 countries have been collected to date on “Collaboration between health and other sectors to promote physical activity”. The case studies will be made available through a searchable inventory, to be made available through the Clearing House and the “tool-kit”. In addition, the Bureau was informed of the success of the secretariat in mobilizing some resources towards the development of a review paper on approaches to quantify the health effects of cycling and walking for inclusion in cost-benefit analysis of transport infrastructures, whose results will be available in spring 2006.

24. The Bureau welcomed these developments. It recommended that in addition to focusing on its health effects, other impacts of cycling e.g. on reducing non-renewable energy consumption,

ambient air pollution and emissions of greenhouse gases should be highlighted in the implementation of the project.

25. The Bureau also took note of the information provided about the preparations of a Ministerial Conference on “Counteracting Obesity”, which will take place in November 2006 and may represent a good opportunity to highlight synergies between transport, environment and health policies in promoting daily physical activity through sustainable transport policies.

## **II. PREPARATION OF THE THIRD HIGH-LEVEL MEETING ON TRANSPORT, ENVIRONMENT AND HEALTH (2007)**

26. The Bureau was reminded of the conclusions made by the second High-level Meeting in 2002 and the Steering Committee in 2005 with respect to the third High-level Meeting to be held in 2007, and presented proposals concerning the programme, documentation, preparatory steps, date and venue of the Meeting.

27. Considering that the second High-level Meeting had established THE PEP in 2002 to serve as a forum for implementing relevant provisions of the Agenda 21 in the UNECE–WHO/Europe region, the Bureau supported the proposal that the third High-level Meeting, if held ahead of spring 2007, would report to the Commission on Sustainable Development (CSD), at its meeting in spring 2007, on the activities carried out and the recommendations made for further work. This was seen as particularly relevant at this point of time, given the focus of the CSD in 2006-2007 on sustainable energy, air pollution and climate change issues that are linked with transport activities. Putting more emphasis on the role of THE PEP in the regional implementation of Agenda 21 and Johannesburg commitments was also seen as one of the potential ways to further increase the political support for the Programme.

28. Regarding the principal items that could be included in the programme of the High-level Meeting, the Bureau was in favour of the following:

- (a) The Meeting would first be invited to discuss the progress achieved and the challenges encountered in terms of sustainable transport development and policy integration in the region over the past ten years since the Vienna Conference on Transport and Environment, held in 1997.
- (b) It would then be asked to assess the policy response to date by the UNECE and WHO/Europe Member States, with a focus on assessing the first years of implementation of THE PEP.

(c) Finally, building on the above items, a Ministerial panel, with representatives from the three sectors, would be organized to discuss together the challenges the region faces today and to reflect on the joint action to be taken at international, national and regional level to further integrate environment, health and transport objectives.

29. The Bureau recommended that the documentation to be prepared for the High-level Meeting in relation to the proposed agenda items should include:

- (a) a report with internationally published facts and figures on the sustainable transport development in the region 1997-2007 to be prepared with the assistance of consultants;
- (b) a review of the initial years of THE PEP implementation, looking at the main achievements as well as obstacles encountered and recommendations for the years to come as well as project reports and output documents of the various activities;
- (c) a discussion paper for the Ministerial Panel.

30. The document on THE PEP implementation could include:

- (a) highlights of “success stories” about THE PEP implementation;
- (b) recommendations for further improving the programme implementation as well as proposals for activities with value added;
- (c) an assessment of the influence that THE PEP might have had on other processes, such as the networks of healthy and sustainable cities.

31. The Bureau discussed different options, including the possibility to invite further countries to take lead roles in the implementation of new activities to be carried out under the umbrella of THE PEP. Such new activities should be identified from THE PEP Work Plan. They could relate to e.g. pricing mechanisms which support sustainable transportation and to items of priority interest for EECCA and South Eastern European countries.

32. For the preparation of the 3rd High-level Meeting, the Bureau recommended holding additional Bureau meetings in which a number of other interested members of the Steering Committee could also take part.

33. Finally, the Bureau recommended the following options regarding the possible dates and venue for the 3rd High Level Meeting:



- (a) Organizing the High-level Meeting back to back to the ECMT Ministerial meeting to be held in Sofia, Bulgaria in May 2007. This option was considered to maximize the participation of Ministers and high-level representatives from the transport sector, seen as the key factor for the success of the process. However, it had a danger of overlapping with the mid term review meeting of the WHO's Environment and Health process and with the World Health Assembly, in which case it could limit the participation of health and environment representatives. Before submitting this proposal to the Steering Committee, the secretariat was requested to explore its practical feasibility.
- (b) Holding the High-level Meeting back to back to the 5th session of THE PEP Steering Committee in 2007. The High-level Meeting would take place first and be followed by a one-day session of the Steering Committee to take stock of the decisions made and to discuss how to reflect them in its programme of work. Under this option, the High-level Meeting and the Steering Committee's session could be held either in the UN premises in Geneva or in a possible host country. Regarding the timing of the joint meeting, two possibilities were discussed:
  - (i) April 2007, to allow for reporting on the outcomes of the High-level Meeting to the 15th session of the Commission on Sustainable Development to be held in May 2007;
  - (ii) Early December 2007, to have more time to prepare substantive input for the High-level Meeting

34. The Bureau deemed it important to present at the High-level Meeting good quality outputs of the various activities as well as to build up an attractive agenda that would stimulate the participation of Ministers and senior officers including, for example, launching of new activities with value added.

35. It was also pointed out that THE PEP and the 3rd High-level Meeting could provide an opportunity to increase political attention within the environment sector regarding the questions related to sustainable transport, which appear to have been given a lower priority recently .

### **III. THE FOURTH SESSION OF THE PEP STEERING COMMITTEE (10-11 APRIL 2006)**

36. The Bureau considered the chairmanship for the period 2006-2007 and proposed the election of Mr. Robert Thaler, Head, Division of Transport, Mobility, Human Settlements, Noise, Federal Ministry of Agriculture, Forestry, Environment and Water, Austria, as Chairman of the fourth session of the Steering Committee.

37. It took note of the intention of Mr. Zaal Lomtadze, Deputy Minister for Environment from Georgia to step back and of the interest expressed by the United States to switch their seat from Health to the Environment sector. The Bureau invited the secretariat to assess the interest of other countries in joining the Bureau.

38. Regarding the agenda for the meeting, the Bureau welcomed the proposal to make a presentation of progress on the implementation of selected projects with case-studies. On a preliminary basis, these could include one from Georgia (to illustrate the project on "Sustainable and Healthy Urban Transport and Planning"), one from the experiences that will be presented in Berlin at the workshop on "Practical guidance on institutional arrangements and mechanisms for integrated policy and decision-making" and a third one from the development of the "tool-box".

#### **IV. FINANCIAL ASPECTS OF IMPLEMENTATION OF THE PEP WORK PROGRAMME**

39. The Bureau was informed of the resources used and made available to support THE PEP implementation.

40. The secretariat provided further clarification regarding present discussions within UNECE and WHO to obtain regular budget funds to support THE PEP implementation, in particular the sustained operation of the Clearing House, and the difficulties encountered to that effect.

41. The Bureau also took note of the disappointing results of the newly developed mechanism for improving the financial sustainability of THE PEP, in particular voluntary subscriptions to "shares" that could be earmarked to specific activities in the work programme. It suggested that more specific and better targeted efforts may be needed to ensure that the request for support sent to Member States reached the most appropriate contacts within the Ministries of Transport, Health and Environment.

#### **V. NEXT MEETING(S)**

42. The Bureau considered the possibility of holding a meeting after the fourth session of the Steering Committee, on Wednesday 12 April, for immediate follow-up of the decisions taken by the Steering Committee. The secretariat was requested to consult with the task force on the tool-kit, which had provisionally scheduled a meeting for the same day, so as to avoid overlap.

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