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**WORLD HEALTH ORGANIZATION
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HIGH-LEVEL MEETING ON TRANSPORT,
HEALTH AND ENVIRONMENT

Steering Committee on the Transport, Health and
Environment Pan-European Programme (THE PEP)

Seventh session
Geneva, 22–23 October 2009
Item 6 of the provisional agenda

THE PEP INSTITUTIONAL FRAMEWORK

Note by the secretariat

I. INTRODUCTION AND MANDATE

1. The Third High-level Meeting on Transport, Health and Environment (Amsterdam, 22–23 January 2009) adopted the Amsterdam Declaration and renewed the support of Member States for the Transport, Health and Environment Pan-European Programme (THE PEP). In adopting the Declaration, Governments confirmed the role and mandate of THE PEP Steering Committee and its Bureau and established new implementation mechanisms for carrying out work under THE PEP in the coming five years (2009–2014). This document sets out the institutional structure under THE PEP to implement the workplan through these mechanisms as well as guidelines for the role of the Steering Committee, the Bureau and the secretariat as mandated by the Third High-level Meeting. It builds on the original terms of reference that established the Steering Committee.

2. In particular, Governments agreed in the Amsterdam Declaration (ECE/AC.21/2009/2 - EUR/09/5086385/2, annex I, paras. 9–14):

(a) To confirm the role and mandate of THE PEP Steering Committee and its Bureau and request the two bodies to develop proposals and establish the newly agreed implementation

mechanisms (i.e. the national transport, health and environment action plans (NTHEAPs), THE PEP *staffete* (relay races) and THE PEP Partnership);

(b) To request the United Nations Economic Commission for Europe (UNECE) and the World Health Organization Regional Office for Europe (WHO/Europe) to continue to provide secretariat services to THE PEP and to commit to continuing this support;

(c) To allocate the necessary financial and/or in-kind resources to ensure implementation of THE PEP workplan and its implementation mechanisms through a system of voluntary contributions;

(d) To monitor, through the Steering Committee and its annual sessions, progress in the implementation of workplan, as well as of the newly established implementation mechanisms;

(e) To strengthen collaboration between THE PEP and the Children's Environment and Health Action Plan for Europe (CEHAPE);

(f) To revisit the question of a framework convention on transport, environment and health, in the light of newly emerging issues;

(g) To convene a Fourth High-level Meeting no later than 2014 to review and report on progress achieved in the implementation of THE PEP workplan, to renew or modify THE PEP priority goals, and to plan future activities.

3. The Steering Committee may wish to consider these guidelines in planning subsequent sessions and future work under THE PEP, as elaborated below.

II. ROLE OF THE STEERING COMMITTEE

4. THE PEP Steering Committee was established in 2002 following the Second High-level Meeting on Transport, Environment and Health. The original terms of reference made the tripartite Steering Committee the principal decision-making body for joint WHO-UNECE activities related to transport, environment and health, responsible for giving guidance and strategic direction to THE PEP (ECE/AC.21/2002/5 - EUR/00/502609/5, annex I).

5. In 2003, the Steering Committee adopted the rules of procedures that established its tripartite Bureau, consisting of 9 to 15 members elected by the Committee, and that defined the role and functions of THE PEP secretariat (ECE/AC.21/2003/6 - EUR/03/5040828/6, annex I). The Committee operated from 2003 to 2009 in accordance with these terms of reference (see annex I) and rules of procedure.

6. The Steering Committee may wish to review its original terms of reference to determine how these tasks could be pursued efficiently in line with the new priority goals of THE PEP and the newly established implementation mechanisms. Some proposals for a more active role of the Steering Committee are elaborated below.

A. Format of Steering Committee sessions (2010–2014)

7. To effectively oversee, monitor and implement THE PEP, the Committee may also wish to review its way of working in order to stimulate participation and more actively engage Member

States and other stakeholders in a lively debate on relevant issues across the nexus of transport, health and environment.

8. From 2010 onward, the Committee could consider holding a half-day seminar to explore specific topics in greater detail. For each year in the period 2010–2014, thematic discussions could focus on one of the four pan-European priority goals in the Amsterdam Declaration. Representatives of academia, non-governmental organizations or other stakeholders could be invited to present their views on the selected theme. In this way, progress with respect to each of the four priority goals would be addressed and evaluated by the Steering Committee in the course of the four years leading up to the Fourth High-level Meeting in 2014.

9. To guide these thematic discussions, this document includes a non-exhaustive list drawn up by THE PEP Bureau that outlines possible action points for policymakers (annex II). The list could be extended and developed further over time.

B. Monitoring progress

10. The Amsterdam Declaration also calls for Member States to monitor, through the Steering Committee, progress made in the implementation of the workplan and in achieving the four priority goals. The Committee may wish to develop tools and methods for monitoring progress made in Member States vis-à-vis the goals of the Amsterdam Declaration. This could involve a template or questionnaire for reporting on progress vis-à-vis goals selected for a given year, according to predetermined success criteria and indicators of achievement. Experiences with the CEHAPE country reporting and under the UNECE Convention on Long-range Transboundary Air Pollution could serve as a basis. In this way, the Steering Committee could serve as a platform for Member States to assess and evaluate progress in achieving the priority goals at the national level.

III. ROLES OF THE SECRETARIAT AND THE CLEARING HOUSE

11. The Amsterdam Declaration also underlines the need for continued support in administering THE PEP through a joint secretariat consisting of staff from UNECE in Geneva and WHO/Europe in Rome. The UNECE team consists of staff from the Transport Division and the Environment, Housing and Land Management Division. The WHO team consists of staff from the European Centre on Environment and Health. A joint website is managed by UNECE, with a link to the website of WHO, which details certain health-related aspects of implementation.

12. The services to be provided by THE PEP secretariat are set out in the rules of procedure of the Committee. The Committee may wish to discuss whether further improvements in the work of the THE PEP secretariat are needed.

13. The Committee may also wish to consider the role of the THE PEP Clearing House, which makes up part of the institutional structure under THE PEP as a communication platform and centre for the dissemination of information, good practices and policy advice, e.g. THE PEP Toolbox, to all UNECE and WHO/Europe Member States.

IV. OTHER INSTITUTIONAL REQUIREMENTS UNDER THE AMSTERDAM DECLARATION

A. Strengthening collaboration between the Transport, Health and Environment Pan-European Programme and the Children's Environment and Health Action Programme for Europe

14. THE PEP is one of the processes contributing to the implementation of commitments taken by the Fourth Ministerial Conference on Environment and Health, which adopted CEHAPE. THE PEP contributes to Regional Priority Goals 2 (on prevention of injuries and promotion of physical activity) and 3 (on air quality). In view of the Fifth Ministerial Conference on Environment and Health (Parma, Italy, 10–12 March 2010), THE PEP will continue to contribute to the implementation of CEHAPE commitments.

B. Allocation of resources

15. The Amsterdam Declaration seeks to ensure that adequate funds are available to support the smooth and effective implementation of THE PEP workplan and to carry out projects intended to help Member States achieve the Declaration's four priority goals. The Committee will consider the question of resources and possibilities for stable funding of THE PEP on the basis of a separate document (ECE/AC.21/SC/2009/5 - EUR/09/5088363/5).

C. Framework convention on transport, health and environment

16. The question of whether a multilateral agreement on transport, health and environment would assist Member States in achieving their integrated goals across the three sectors has remained on the table since the inception of THE PEP. At the Second High-level Meeting on Transport, Environment and Health, Governments addressed the appropriateness of starting negotiations of a framework convention on transport, environment and health and examined the legal questions involved (ECE/AC.21/2002/4 - EUR/02/5040828/4). Subsequent sessions of the Steering Committee considered the question of a framework convention. Thus far, no consensus has been reached.

17. The Amsterdam Declaration invited the Steering Committee to review the issue and to undertake further exploratory work, in particular in the light of emerging issues such as the global economic crisis. The Steering Committee may wish to revisit the discussion of the merits and strengths of a framework agreement.

D. Organization of the Fourth High-level Meeting

18. The Amsterdam Declaration calls on Governments to convene, no later than 2014, a Fourth High-level Meeting to review and report on progress achieved in the implementation of THE PEP workplan, to renew or modify THE PEP priority goals, and to plan future activities. The Steering Committee may wish to decide whether it will follow its previous practice of having an Extended Bureau as the main organizing committee for the Meeting and scheduling a starting point (e.g. the tenth session of the Steering Committee in 2012) to begin preparations.

Annex I

TERMS OF REFERENCE FOR THE STEERING COMMITTEE ON TRANSPORT, ENVIRONMENT AND HEALTH

(adopted by the Second High-level Meeting on Transport, Environment and Health on 5 July 2002)

The tripartite Steering Committee will constitute the principal decision-making body for the WHO-UNECE activities on transport, environment and health, and will be responsible for giving guidance and strategic directions to the Transport, Health and Environment Pan-European Programme (THE PEP). In particular, the Steering Committee will:

- (a) Promote and coordinate the implementation of THE PEP, ensuring coordination with other international activities and avoiding overlaps;
- (b) Monitor progress of the implementation of THE PEP; prepare assessments/ reviews of progress made and propose new priorities/actions, if need be, for adoption by member States; and identify issues and propose corrective measures, where appropriate;
- (c) Liaise and cooperate closely with relevant UNECE principal subsidiary bodies, WHO bodies, as well as intergovernmental organizations such as the United Nations Environment Programme, the Organisation of Economic Co-operation and Development, the European Conference of Ministers of Transport, the European Union, the Central European Initiative, and non-governmental organizations that are active in the fields of transport, environment and health;
- (d) Facilitate cross-sectoral coordination and international cooperation of public and private institutions;
- (e) Establish ad hoc working groups, task forces and other bodies as needed to implement the activities agreed under THE PEP;
- (f) Initiate proposals to identify funds for expected products, and ensure that products are timely and respond to needs, in particular with respect to results;
- (g) Review and approve new proposals for action to be carried out within the framework of THE PEP implementation;
- (h) Report to the WHO Regional Committee for Europe and to the United Nations Economic Commission for Europe, unless decided otherwise;
- (i) Provide guidance on the need for the possible further development of existing or new instruments promoting transport sustainable for health and the environment;
- (j) Serve as a forum where activities implementing those items in the Charter Plan of Action and Vienna Programme of Joint Action that do not fall under the priorities established by THE PEP can be reported on and taken note of.

The Steering Committee will take decisions on a consensus basis.

Annex II

RECOMMENDED ACTION POINTS FOR POLICYMAKERS IN ACHIEVING THE AMSTERDAM GOALS

Note: The recommendations below were agreed by the Extended Bureau of THE PEP during the preparations for the Third High-level Meeting on Transport, Health and Environment. The Steering Committee may wish to draw on these as a non-exhaustive list of examples of possible policy actions to be taken at the national level. This list can serve as a basis, moreover, in developing the Committee's future role as a forum (a) to explore strategies, policies and measures toward sustainable mobility and an integrated policy approach through, inter alia, round-table discussions, and (b) to monitor or review progress made in Member States to implement the four priority goals of the Amsterdam Declaration. The list could be extended and developed further, based on actions taken and experiences communicated by Member States as part of their reporting back to the Committee.

Priority goal 1: To contribute to sustainable economic development and stimulate job creation through investment in environment- and health-friendly transport

by directing investment towards the development of transport infrastructure that promotes safety, environment and health and has the highest job creation potential, including rail and light rail; clean and efficient public transport; efficient intermodal connections; safety measures in road transport; and infrastructure for active and environmentally friendly transport.

- (a) Encourage international collaboration for more efficient freight transport, particularly intermodal transport and efficient logistics management; construct logistic centres with connections to railway networks; and promote the modal shift of goods transport from road to rail;
- (b) Take into account the specific requirements of ecologically-sensitive areas in transport and infrastructure policies, regional planning and pricing schemes; and promote environmentally-friendly transport vehicles and modes such as rail freight and public transport;
- (c) Elaborate measures and standards for environmentally sound planning and the construction of transport infrastructure, e.g. new asphalt technology that reduces noise levels, circular/ring roads, non-intersecting crossings, etc.;
- (d) Promote appropriate pricing mechanisms and economic instruments such as taxes, congestion and road charges, subsidies, fuel excises and fiscal schemes, to induce sustainable transport solutions in accordance with the polluter pays principle and the internalization of external costs.

Priority goal 2: To manage sustainable mobility and promote a more efficient transport system

by promoting mobility management schemes for businesses, schools, leisure activities, communities and cities, raising awareness of mobility choices by improving the coordination between land use and transport planning, and promoting the use of information technology.

- (a) Promote and invest in clean and efficient transport vehicles and modes, in particular public transport and its intermodal connections;
- (b) Support sustainable parking management policies and parking charge schemes;
- (c) Develop programmes to promote mobility management plans for cities, municipalities, regions, enterprises and public authorities, for schools, universities and youth, leisure and tourism;
- (d) Encourage integrated urban planning that takes transport, health and environment into consideration and minimizes mobility needs, e.g. inner-city development and the re-use of brownfield land as an alternative to urban sprawl, telecommuting schemes, promotion of mixed land use (e.g. living, working, leisure), priority on cycling and walking, green parking policies, park-and-ride, etc.;
- (e) Encourage the use of Intelligent Transport Systems (ITS), including telematics and other traffic management measures and communication and information technology to address congestion and aid accessibility.

Priority goal 3: To reduce emissions of transport-related greenhouse gases, air pollutants and noise

by supporting a shift in the vehicle fleet towards zero- or low-emission vehicles and fuels based on renewable energy, by promoting a shift towards clean transport modes and by fostering electric mobility as well as eco-driving.

- (a) Promote the efficient use of cars through eco-driving campaigns and car-sharing;
- (b) Develop urban environmental zones, i.e. inner-city areas where special regulations apply for vehicular traffic, for example banning heavy goods traffic or particularly polluting private vehicles to reduce environmental impact within the zones;
- (c) Develop, implement and evaluate action plans for air quality, greenhouse gas emissions and noise monitoring, management, reduction and mitigation, in line with existing commitments;
- (d) Introduce and evaluate fiscal and non-fiscal incentives for cleaner vehicles and fuels and

environmentally-friendly vehicle construction as well as maintenance products and processes;

- (e) Meet the European Commission's EURO IV and V standards for heavy-duty trucks;
- (f) Support and initiate public-private partnerships for sustainable development, e.g. to promote clean fuels and vehicles and to encourage investment into cycling and public transport;
- (g) Strengthen the use of alternative fuels, including methane compressed natural gas, in order to lower mutagenic and carcinogenic emissions; and draw attention of policymakers to the problem of particulate matter (PM) emissions from fuel-burning and particles generated by abrasion of tyres, brakes and road surfaces;

Priority goal 4: To promote policies and actions conducive to healthy and safe modes of transport

by designing and modernizing urban areas and human settlements to improve the conditions for safe and physically active mobility, including infrastructure for walking and cycling, and efficient and accessible public transport, particularly focused on vulnerable groups such as children and persons with reduced mobility.

- (a) Encourage the use of health impact assessments, environmental impact assessments and strategic environmental assessments in transport policy and planning;
- (b) Implement and enforce preventive measures for road traffic injuries, such as enforcement of blood alcohol limits, the introduction of traffic calming and low speed limits in urban residential areas, speed controls on motorways, the use of helmets, and support for these actions through road safety campaigns;
- (c) Improve safety and infrastructure for, and invest in, the promotion of cycling and walking and other forms of non-motorized transport; and promote human powered mobility in zoning and planning, public campaigns and outreach activities;
- (d) Ensure access to mobility for all, including vulnerable groups (e.g. the elderly, children, socially disadvantaged and low-income groups, disabled people and persons with reduced mobility);
- (e) Devote attention and resources to the design and development of sustainable settlements, towns and urban areas, integrating the needs of vulnerable groups into planning and construction of transport infrastructure, focusing for example on the creation of child-friendly cities.