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

Twelfth session

Geneva, 19 and 20 November 2014

Reports of the Steering Committee of the Transport, Health and Environment Pan-European Programme on its twelfth session and of the Bureau of the Steering Committee on its twenty-sixth session

Contents

	<i>Paragraphs</i>	<i>Page</i>
I. Introduction	1–10	3
A. Attendance	2	3
B. Opening of the session and organizational matters	3–10	3
II. Outcome of the Transport, Health and Environment Pan-European Programme 2014 Symposium	11–35	4
A. What do we understand as sustainable and healthy urban spatial planning?	16–17	4
B. How can existing frameworks be influenced or modified?	18–21	5
C. What capacities and tools are needed?	22–24	5
D. What are the barriers?	25–29	6
E. What is added value of THE PEP?	30–35	6
III. The Paris Declaration	36–39	7
IV. Implementing the Paris Declaration	40–63	7
A. National transport, health and environment action plans	40–42	7

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B.	The Transport, Health and Environment Pan-European Programme relay race.....	43–46	7
C.	The PEP Partnerships	47–56	9
D.	THE PEP Academy	57–58	10
E.	Exploring new tools for the implementation of the Paris Declaration	59–61	10
F.	Implementation of new Paris Goal 5	62–63	10
V.	Managing the Transport, Health and Environment Pan-European Programme	64–78	11
A.	Monitoring progress on the implementation of THE PEP goals.....	64–68	11
B.	Communication strategy	69–72	11
C.	THE PEP programme of work for 2014–2015 and THE PEP workplan for 2014–2019	73–74	12
D.	Financial matters.....	75–77	12
E.	Strengthening synergies with other international organizations and processes	78	12
VI.	Next meeting of the Steering Committee	79	12
Annex			
	Report of the twenty-sixth meeting of the Bureau of the Steering Committee		13

I. Introduction

1. The Steering Committee of the Transport, Health and Environment Pan-European Programme (THE PEP) held its twelfth session on 19 and 20 November 2014 in Geneva, Switzerland.

A. Attendance

2. The session was attended by representatives from the following countries: Austria, Azerbaijan, Belarus, Belgium, Czech Republic, France, Germany, Kazakhstan, Lithuania, Monaco, Norway, Republic of Moldova, Russian Federation, Spain, Serbia, Switzerland, the former Yugoslav Republic of Macedonia, Ukraine and Uzbekistan. Representatives of the United Nations Development Programme (UNDP), UN Habitat, the World Bank and the following academia, government, industry and civil society were also present: European Cyclists' Federation, International Road Federation, Polis, Urbaplan and World Health Communication Associates.

B. Opening of the session and organizational matters

3. Participants were welcomed by the Deputy-Director of the Division of Communicable Diseases, Health Security and Environment at the World Health Organization Regional Office for Europe (WHO/Europe) and the Directors of the Transport and Environment Divisions of UNECE.

4. The Steering Committee adopted the agenda as prepared by THE PEP secretariat in consultation with the Bureau of the Steering Committee ECE/AC.21/SC/2014/1–EUDCE1408105/1.6/SC12/1).

5. Mr. Matthias Rinderknecht, Adviser, Federal Office of Transport (Switzerland), elected incoming Vice-Chair at the last session took over the chairmanship. The Steering Committee thanked the outgoing Chair, Mr. Mihail Kochubovski, Head of Environmental Health at the Institute of Public Health within the Ministry of Health of the former Yugoslav Republic of Macedonia for his effective work.

6. The Committee elected Ms. Nino Tkhilava, Ministry of Environment and Natural Resources Protection (Georgia) as Vice-Chair and provisionally designated Chair for the Steering Committee's thirteenth session. In accordance with the amendment to the Rules of Procedure as adopted at the last session, Mr. Kochubovski was elected as Vice-Chair for the session.

7. The Committee confirmed the present members of the Bureau and elected Ms. Vigdis Ronning, Specialist Director at the Ministry of Health and Care Services (Norway), representing the health sector, as new member leading to the following composition of the Bureau:

(a) **Transport sector:** Ms. Annette Gogneau (France); Mr. Vadim Donchenko (Russian Federation); and Mr. Matthias Rinderknecht (Switzerland);

(b) **Health sector:** Mr. François André (Belgium); Mr. Mihail Kochubovski (the former Yugoslav Republic of Macedonia); Ms. Vigdis Ronning (Norway); and Mr. Ion Salaru (Republic of Moldova);

(c) **Environment sector:** Mr. Jared Banks (United States of America); Ms. Biljana Filipovic (Serbia); Mr. Robert Thaler (Austria); Ms. Nino Tkhilava (Georgia).

8. Considering that according to THE PEP Rules of Procedure the Bureau may consist of up to fifteen members, the Chair invited member States to nominate additional Bureau members, in particular, from the transport sector.

9. The Steering Committee adopted the report of its eleventh session (Geneva, 27–28 November 2013) and the report of the twenty-first meeting of the Bureau (Geneva, 29 November 2013) (ECE/AC.21/SC/2013/6–EUDC1206040/1.9/SC11/6), as well as the reports of the twenty-second (Zurich, 30–31 January 2014, Informal document No. 1), twenty-third (Vienna, 23–24 February 2014, Informal document No. 2) and twenty-fourth (Paris, 16 April 2014, Informal documents No. 3) meetings of the Extended Bureau and the report of the twenty-fifth meeting of the Bureau (Copenhagen, 26–27 June 2014, Informal document No. 4).

10. The Bureau’s twenty-sixth meeting was held on 21 November 2014 (see annex).

II. Outcome of the Transport, Health and Environment Pan-European Programme 2014 Symposium

11. As agreed at its seventh session, the Steering Committee held a half-day symposium intended to stimulate debate on relevant issues involving the three sectors of THE PEP. THE PEP 2014 Symposium, “Green and healthy urban mobility: the role of urban and spatial planning”, sought to raise awareness on and exchange experiences regarding Priority Goal 5 of the Paris Declaration (ECE/ENV/NONE/2014/3), “to integrate transport, health and environmental objectives into urban and spatial planning policies”. It consisted of one keynote speech and a moderated panel discussion.

12. A concept note prepared by the secretariat in cooperation with the Bureau outlined the main issues to be addressed during the 2014 Symposium (ECE/AC.21/SC/2014/2–EUDCE1408105/1.6/SC12/2).

13. The Symposium highlighted the rationale(s) for integrating urban spatial planning with transport, health and environmental objectives, presented policy approaches being used in several different urban contexts, and identified ways THE PEP could add value to this process.

14. The keynote address was delivered by Dr Andreas Kopp, Lead economist of Global Practice Transport and ICT at the World Bank. Panellists included Mr. George Deikun (UN Habitat), Mr. Hauke Fehlberg (Swiss Federal Office Spatial Planning), Ms. Marie Fiori (Ministry for Social Affairs, Health and Women’s Rights, France), Ms. Yelena Yezakovich (UNDP, Kazakhstan), Mr. Bjorn Oriwohl (UNECE Working Party on Transport Trends and Economics) and Mr. Marcos Weil (Urbaplan, Geneva). Discussions were moderated by Franklin Apfel (World Health Communication Associates, United Kingdom of Great Britain and Northern Ireland).

15. The Symposium addressed several specific questions (see subsections A–E below).¹

A. What do we understand as sustainable and healthy urban spatial planning?

16. The key note speaker identified a variety of characteristics of sustainable and healthy urban planning: including, the capacity to change the narrative (e.g. the World

¹ A programme for the Symposium listing all the speakers and their presentations is available at www.unece.org/index.php?id=36755.

Bank's shift in 2008 to supporting "clean, safe and affordable transport"); assess and inform decisions based on knowledge of both the internal and external costs (including social costs, health and environmental impacts) of policy options; understand and address the need for demand side behavioural changes to accompany any supply side changes; integrate planning across sectors and jurisdictions (e.g., "megalopolises"); and above all don't lock yourself into wrong infrastructure. One of the examples of sustainable systems provided was Singapore, where dense population settlements are supported by well-functioning public transport and de-incentivised motorised options, including some based on legally binding provisions. The keynote speaker also warned that densification may lead to a disproportional rise of marginal costs of property and land thus pushing people away from city centres with considerable implications in terms of urban sprawl.

17. Panellists added a variety of considerations to the points raised by the key note speaker, including: making the conceptual shift from a focus on efficiency to access and equity; designing systems that link people with places using a carbon footprint as barometer to locate plans on density/urban sprawl continuum; focus on neighbourhoods; prioritise non-motorised options; encourage integrated land use approaches; selecting business models that include full cost pricing; putting the pedestrian (i.e. the people) in the centre (working with citizens not for citizens); and integrating health impact assessments into planning.

B. How can existing frameworks be influenced or modified?

18. Panellists described a variety of approaches to influencing or modifying existing frameworks. The City of Almaty Sustainable Transport Initiative organized a conference, as part of a larger Almaty Invest 2014, as a way of making the case for investment in greener healthier mobility approaches; including framing the development of a cycling infrastructure as "a sign of an advanced modern city".

19. Since 2008, the "Agglomeration Program" of the Swiss Federal Office on Urban Spatial Development has provided co-financing incentives to local governments to enhance transport infrastructure. Evaluation indicates improvement in transport infrastructure, including the quality of pedestrian and bicycle mobility and improved traffic safety, in the 36 participating jurisdictions.

20. The French Ministry for Social Affairs, Health and Women's Rights has developed a health impact evaluation tool for policy development to help jurisdictions make healthier choices.

21. The UNECE Working Party on Transport Trends and Economics has identified eight pillars for urban spatial policy planning and development; including pricing strategies to make public transport more affordable and interventions to make transit systems more intelligent.

C. What capacities and tools are needed?

22. Discussions pointed to the need for training and education of a new generation of designers and planners to inform and champion green and healthy urban spatial policies.

23. Furthermore, panellists pointed out the need for strengthened cross-sectoral communication capacities, e.g. to understand each other's language, cultures and agree on goals and approaches. This was identified as a precursor to developing integrated approaches to cost-conscious (i.e. including social health environmental impact costs, etc.), coordinated multisectoral planning mechanisms. Concerns were raised over whether such

integration would lead to reduced accountability and it was suggested that what was needed were common, transparent performance indicators for evaluating all sectors/partners/players.

24. Ways to measure public opinion, understand public perceptions and engage the public in the planning process were also identified as needed; as well as, behavioural communication skills and educational programmes to address demand side issues related to transport choices.

D. What are the barriers?

25. The discussions with panellists and Symposium participants identified several existing barriers to more integrated urban and spatial planning for green and healthy urban transport, summarised in paras 26 to 29 below.

26. Lack of political will to look at alternatives to motorised transport was identified by the panellists and participants as a key obstacle. Motorised transport still remains a dominant concept in urban development and massive public and private investments often reinforce this choice.

27. Green and healthier urban planning takes time, requires reframing of societal narratives, intersectoral cooperation/coordination, champions and longer term perspectives.

28. Public and policymaker awareness remains low on the health, economic and environmental impacts of poor transport choices.

29. Strong public transport policies have sometimes been viewed as denying people's rights to choose transport mode.

E. What is the added value of THE PEP?

30. THE PEP, as a unique intersectoral framework, can help raise public and policymaker awareness by creating a strong communication platform for disseminating information on the ever-increasingly robust evidence base on health and environmental impacts (air pollution, accidents, congestion, noise, physical activity, GHG, etc.) of transport policy choices.

31. THE PEP can help shine a light on alternative models and make the case for changing the dominant planning paradigm and promote approaches that ensure transport/fuel costs include social/health and environmental costs.

32. THE PEP can support the capacity building needs of urban planners and jurisdictions through training, educational programmes, tools and information exchange.

33. THE PEP can build political will by advocating for policy action by its constituent members and other relevant bodies.

34. The Committee reflected on the outcomes of the Symposium and agreed on continuing holding annual symposia back to back with the Committee's meetings using the same format as in 2014 (i.e. one key note speech and one round-table discussion). It entrusted the Bureau to decide on the topic for the Symposium in 2015, recalling that topics of related processes could also be considered.

35. The Committee also noted that technological developments will influence mobility patterns and that there is a continued need to ensure that health and environmental concerns are addressed and not aggravated. This could possibly be considered as a future topic for THE PEP. Several delegations added that better sharing of experience would be welcome

regarding administrative instruments to mandate and evaluate collaboration and integration across transport, health, environment, urban and spatial planning.

III. The Paris Declaration

36. The Committee discussed and adopted the Report of the High-level Meeting on Transport, Health and Environment (ECE/AC.21/2014/2–EUDCE1408105/1.6/4HLM/2).

37. The French delegation presented the outcomes of the Fourth High-level Meeting on Transport, Health and Environment (4HLM), held in Paris on 14–16 April 2014. The presentation highlighted that the meeting was attended by over 200 participants from 34 member States across the three days, with very high-level participation. It recalled further the main pillars of the Paris Declaration with THE PEP vision, the five goals and the workplan for 2014–2019. The Committee also took note of the four publications of THE PEP that were launched on the occasion of the 4HLM.

38. The Committee expressed its deepest thanks and congratulations to the Government of France for the excellent organization of the meeting.

39. The Austrian delegation informed the Committee on the developments towards the preparations for the Fifth High-level Meeting on Transport, Health and Environment, to be hosted by Austria in 2019. The Committee thanked Austria and welcomed the commitment and reminded its members of the need to focus on implementing the Paris Declaration while at the same time already working towards clear outcomes and products for the Fifth High-level Meeting on Transport, Health and Environment.

IV. Implementing the Paris Declaration

A. National transport, health and environment action plans

40. The secretariat presented the published version of the step-by-step manual for developing National Transport, Health and Environment Action Plans (NTHEAPs), noting that this is one of the main implementation mechanisms of the Paris Declaration and provided a way to operationalize sustainable transport. The manual would help countries to define their main goals, objectives, actions and coordination mechanisms for sustainable transport. The manual was presented at 4HLM by the German delegation. The Committee thanked the secretariat for the useful manual and invited member States to apply it in their national contexts.

41. Serbia informed the Committee that it plans to start development of a NTHEAP in collaboration with UNDP and requested assistance from THE PEP secretariat. The Committee was also informed by France that it has published its third National Environment and Health Action Plan (NEHAP) including three specific actions on transport and reference to the manual on NTHEAPs.

42. The Committee congratulated Serbia and France on maintaining the momentum from the 4HLM and piloting of the NTHEAP manual.

B. The Transport, Health and Environment Pan-European Programme relay race

43. The representatives of Lithuania presented the results of THE PEP workshop on “Improvement of Sustainable Mobility for Better Health and Environment”, with the slogan

“Move to Improve”. The subregional workshop was held on 24 and 25 September 2014, in Kaunas, Lithuania, organized by the Ministries of Transport, Health and Environment of Lithuania and the Municipality of Kaunas. The workshop brought together almost 200 participants from national and municipal authorities, civil society and academia, and discussed ways of improving urban transport towards more sustainable and healthy mobility in Kaunas and other cities in the region. On the occasion of the workshop, a new cycling path in Kaunas was opened. The Kaunas workshop marked the first application within THE PEP context of the For Future Inland Transport Systems (ForFITS), a tool developed by UNECE to evaluate transport activity, energy use, and CO₂ emissions in a range of possible policy contexts. The results of the ForFITS analyses were presented at the workshop. Additionally, UNECE presented its transport initiatives on Sustainable Public Transport and Mobility. The WHO Regional Office for Europe presented the Health Economic Assessment Tools (HEAT) for walking and cycling, a tool to estimate the economic value of the health benefits from regular walking and cycling. The workshop concluded with a summary of action points distilled from the presentations and discussions and with a commitment by the Kaunas City Municipality containing specific measures to help achieve sustainable and healthy mobility and transport by 2023. The municipal authorities of Kaunas also specifically expressed interest in applying tools, such as ForFITS and HEAT as made available by THE PEP.

44. The Committee took note of the report of the Kaunas Workshop (Informal document No. 6) and expressed its gratitude to Lithuania and the City of Kaunas for the successful organization of the workshop, particularly noting the existing coordination mechanism in Lithuania between the sectors for transport, health and environment.

45. The representative of UNDP Kazakhstan reported on progress made following the workshop in Almaty, Kazakhstan, 26–27 September 2013. Based on the recommendations developed during the workshop, the Almaty City Administration continued developing the integrated work plan for improving integration of transport, health and environment challenges. In addition to continuing the modernization of the public transport fleet, the Almaty City Administration in cooperation with the UNDP/GEF project “City of Almaty Sustainable Transport” had started development of a new optimized public transport network and development of mass rapid transit corridors. The first line corridor has been approved and a detailed project design has been started. Development of a new 5km bike lane has also been approved. Addressing Goal 5 of the Paris Declaration, the Almaty City Administration in cooperation with UNDP and various NGOs has organized the international conference on “Transit Oriented Development: Integration of Land Use and Sustainable Transport”, which brought together over 80 stakeholders, including world-renowned urbanists and transport planners. The conference resulted in recommendations to the development of the City Master Plan for Almaty. Within the framework of THE PEP Partnership on Eco-driving, 27 instructors of driving schools, taxi and bus parks in the city have been trained and familiarized with the basic rules of eco-driving, and discussed ways to reduce the consumption of fossil fuels and emissions from transport. An extended social advertising campaign to promote public transport, safety and walking and cycling was launched in 2014. Finally, an interactive training on bike route design was held in Almaty and the Netherlands for representatives of municipal roads authorities, administrative police, road planners and urban architects.

46. The Chair reiterated the call for member States to host a THE PEP relay race workshop in 2015 and 2016.

C. THE PEP Partnerships

47. The secretariat presented the publication, *Unlocking new opportunities: Jobs in green and healthy transport*, submitted to 4HLM and outlined the forthcoming work planned for phase II of THE PEP Partnership on Jobs in Green and Healthy Transport (PJGHT) (Informal document No. 7). The Committee thanked the authors of the publication and members of the PJGHT, particularly highlighting the contributions of the members of the PJGHT. The scheduled activities for the PJGHT were approved and member States were encouraged to continue and increase their contributions to the Partnership.

48. The delegation of Austria informed the Committee about THE PEP Partnership on Cycling Promotion (PCP) launched at 4HLM. The main aim of the PCP is to strengthen and extend the existing network of cycling officers to provide an organizational and professional background for all activities; to identify the topics for the pan-European level; to develop a pan-European master plan for cycling; to share good practices within the network of cycling officers; and to develop guidelines and tools to put the necessary actions resulting from the pan-European master plan into practice. Fifteen member States (Austria, Belgium, Bosnia and Herzegovina, Czech Republic, Denmark, Finland, France, Germany, Hungary, Luxembourg, Portugal, Serbia, Slovak Republic, Sweden and Switzerland) and the European Cyclists' Federation have agreed to join the PCP. The development of the European Master Plan for Cycling is the main activity and planned outcome of the PCP. The aim is to launch the Master Plan at the Fifth High-level Meeting on Transport, Health and Environment in Austria in 2019.

49. The Austrian delegation highlighted the current status of development and the planned next steps, encouraging more member States to contribute. Norway announced interest in joining PCP and engaging the Ministry of Transport of Austria.

50. The Austrian and Russian delegations updated the Committee on the developments in THE PEP Partnership on Eco-Driving (PED). An eco-driving course was delivered in Kaliningrad and a concrete proposal to make an eco-driving course of 2 hours mandatory for novice drivers is now being considered for adoption in the Russian Federation. Barriers to continued use of eco-driving techniques could possibly be overcome with economic incentives. A second course in the Russian Federation is planned to take place in 2015 in Kazan, Russian Federation.

51. The Kazakh delegation thanked the partners in PED for their engagement and proposed a high-level communication to member States on the benefits of eco-driving and on joining the Partnership. For this purpose, the Committee proposed that the PED develop a factsheet on eco-driving, to be drafted by Austria in collaboration with the secretariat.

52. The secretariat informed the Committee about recent and planned revisions to HEAT, for walking and cycling (www.heatwalkingcycling.org). HEAT was developed by THE PEP Partnership on Economic Assessments of Health Effects (PEAHE) with support from Austria, France, Germany, Switzerland, the United Kingdom and the European Commission.

53. The secretariat informed the Committee about the modalities for the UNECE Working Party on Road Traffic Safety to take the publication *Signs and signals for cyclists and pedestrians* – that was launched at 4HLM – forward, and, in particular, the Group of Experts on Road Signs and Signals. The Committee requested the secretariat to be informed of upcoming meetings of relevant bodies at the level of the United Nations to facilitate THE PEP focal points' participation in corresponding intra-national coordination.

54. The Austrian delegation also reported to the Committee on the experience with the TRANSDANUBE project, which served as a good example of accessing cooperation mechanisms beyond THE PEP.

55. The secretariat presented a proposed revision of the terms of reference for THE PEP Partnerships, including proposed procedures for initiating new partnerships and joining existing partnerships under THE PEP (Informal document No. 9).

56. The Committee entrusted the Bureau with further discussions on the proposed revision of the terms of reference for THE PEP Partnerships and thanked all members of the THE PEP Partnerships for their engagement and support.

D. THE PEP Academy

57. The secretariat presented a concept note on how to operationalize the new implementation mechanism THE PEP Academy (ECE/AC.21/SC/2014/3–EUDCE 1408105/1.6/SC12/3) that was introduced in the Paris Declaration. It is intended to link science, policy and practice. Its aims are to strengthen capacities for integrated transport, health, environment and spatial planning, facilitate the uptake of new knowledge and capitalize on the achievements and experience of THE PEP.

58. The Committee thanked the secretariat and welcomed the concept note and entrusted the Bureau with further discussions on its operationalization.

E. Exploring new tools for the implementation of the Paris Declaration

59. The secretariat informed the Committee about the ForFITS tool and possible ways that it can contribute to the implementation of the Paris Declaration (Informal document No. 10). ForFITS was developed with the support of the United Nations Development Account with the goal of enhancing international cooperation and planning towards sustainable transport policies, facilitating in particular climate change mitigation. Sustainable transport can be assessed in ForFITS by creating simulations of policy choices and allowing users to easily visualize and compare their impacts on CO₂ emissions.

60. The secretariat informed the Committee about the UNECE Environmental Performance Reviews (EPRs) and invited the Committee to explore how this long established programme with transport and health elements could contribute to the implementation of the Paris Declaration (Informal document No. 11). The EPR programme covers European countries of the ECE region which are not members of the Organization for Economic Cooperation and Development.²

61. The Committee noted the information provided and encouraged member States to consider ForFITS and EPRs in future activities of THE PEP.

F. Implementation of new Paris Goal 5

62. The Paris Declaration, adopted at 4HLM, included a new Goal 5: “to integrate transport, health and environmental objectives into urban and spatial planning policies”. The French and Russian delegations presented a proposal on the modalities for implementing the new goal through a new THE PEP Partnership on the Integration of

² The OECD runs a similar programme of Environment Performance Reviews in OECD member States (www.oecd.org/env/country-reviews/reviewingenvironmentalperformance.htm).

Transport, Health and Environmental Objectives with Urban and Spatial Planning (Informal document No. 12).

63. The Committee thanked France and the Russian Federation for developing this proposal and endorsed the overall structure and scope of the proposed partnership. The Committee further requested interested member States to join in establishing this partnership and to follow the procedures for establishing new partnerships under THE PEP that will be agreed by the Bureau at its twenty-sixth meeting. In particular, the Committee noted the importance of developing a feasible workplan for the next two years in collaboration with the secretariat and clearly identify the roles of the various partners involved.

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

A. Monitoring progress on the implementation of THE PEP goals

64. The secretariat reminded the Committee about the established reporting mechanism on the implementation of THE PEP at national level. At its twenty-fifth meeting, the Bureau of the Steering Committee agreed to adapt the existing THE PEP Questionnaire from the years 2011 to 2013 to the new elements in the Paris Declaration and to circulate it to member States prior to the twelfth session of the Committee. The updated questionnaire was sent to all THE PEP focal points in October 2014. The secretariat presented the results from the survey (Informal document No. 13).

65. The Chair recalled the publication *From Amsterdam to Paris and beyond: The Transport, Health and Environment Pan-European Programme (THE PEP) 2009–2020*, submitted to 4HLM, and asked the Committee to consider the implementation of the Amsterdam Goals and achievements made by member States and municipalities at the national and local levels.

66. The secretariat further recalled the discussion of the Extended Bureau at its twenty-fourth meeting in April 2014 on indicators to monitor and assess the progress of member States in implementing the Paris Declaration. Several delegations had encouraged an agreement on specific performance indicators for each of the five Paris goals, bearing in mind existing international efforts. Based on further discussions with the Bureau at its twenty-fifth meeting, the secretariat developed two options in view of the existing monitoring framework (Informal document No. 14).

67. The Committee considered the concept note on alternative reporting mechanisms as presented by the secretariat and agreed to continue with the existing annual questionnaire-based reporting.

68. To ensure proper representation of all member States in the processes of THE PEP, the Committee tasked the secretariat with requesting member States to update information on nominated focal points for THE PEP from all three involved sectors.

B. Communication strategy

69. The Committee was informed by the secretariat about the status of THE PEP Clearing House and was requested to review its role and function over the longer term and consider measures to ensure adequate resources.

70. The Committee considered the three proposed options for moving forward with THE PEP Clearing House: (1) business as usual, (2) modernizing architecture and (3) expanding functions (Informal document No. 16). The secretariat was asked to develop cost estimates for the implementation of options 2 and 3 above, in order to assess the feasibility of the required investment into the Clearing House.

71. The Committee considered proposed opportunities for raising awareness on THE PEP at relevant international events in 2015 and entrusted the Bureau with the final decision on communication activities in 2015.

72. The Committee endorsed the list of proposed publications 2015–2017 (Informal document No. 15) and tasked the secretariat with their development and publication in three languages (English, French and Russian). The Committee entrusted the Bureau with amending the list as it sees fit depending on discussions at the next meeting of the Bureau.

C. THE PEP programme of work for 2014–2015 and THE PEP workplan for 2014–2019

73. The secretariat presented a general programme of work for THE PEP including activities carried out in 2014 and planned work for 2015 (ECE/AC.21/SC/2014/4–EUDCE1408105/1.6/SC12/4).

74. The Committee reviewed the activities completed in 2014 and adopted its programme of work for 2015. It further endorsed its long-term workplan for 2014–2019, as already adopted by 4HLM (Informal document No. 17).

D. Financial matters

75. The secretariat informed the Steering Committee about the amount and use of extrabudgetary funds that had been made available to UNECE and WHO/Europe in 2013 and 2014 (ECE/AC.21/SC/2014/5–EUDCE1408105/1.6/SC12/5 (English only)).

76. The Chair called upon member States to provide adequate resources to THE PEP to fund the work identified in the decisions taken by the Committee.

77. The Steering Committee welcomed the pledges of Austria, France and Switzerland to continue financially supporting THE PEP activities.

E. Strengthening synergies with other international organizations and processes

78. The Committee took note of the information presented by the secretariat on developments in other international processes related to THE PEP. This included the European Environment and Health Process and the UNECE Committee on Environmental Policy. The Committee stressed the importance of aligning activities and publications of THE PEP with the preparations for the Ministerial Conference on Environment for Europe in 2016 and the United Nations Climate Change Conference COP21 in Paris in 2015.

VI. Next meeting of the Steering Committee

79. The Steering Committee agreed that its thirteenth session (including THE PEP 2016 Symposium) would be held on 17 and 18 November 2015 at the Palais des Nations in Geneva, beginning with THE PEP 2015 Symposium on 17 November 2015, followed by a meeting of the Bureau on 19 November 2015.

Annex

Report of the twenty-sixth meeting of the Bureau of the Steering Committee

I. Participation

1. The twenty-sixth meeting of the Bureau of THE PEP Steering Committee was held on 21 November 2014 at the WHO headquarters in Geneva. It was chaired by the THE PEP Steering Committee Chair, Mr. Matthias Rinderknecht (Switzerland) and co-chaired by Mr. Mihail Kochubovski (the former Yugoslav Republic of Macedonia). The following additional members of the Bureau attended the meeting: Mr. Robert Thaler (Austria), Mr. François André (Belgium), Ms. Annette Gogneau (France), Ms. Vigdis Ronning (Norway), Mr. Ion Shalaru (Republic of Moldova), Mr. Vadim Donchenko (Russian Federation) and Ms. Biljana Filipovic (Serbia).

2. The joint secretariat was represented by the ECE Environment and Transport Divisions and WHO/Europe.

II. THE PEP Symposium

3. The Bureau considered the conclusions of THE PEP 2014 Symposium, noting that it had been a dynamic and inspiring event and had given a strong confirmation to the new Goal 5 of the Paris Declaration. It confirmed that the new format with only one key note speech and fewer panellists is an improvement over previous years. The Bureau decided that the topic for the 2015 Symposium shall be Goal 3 of the Paris Declaration and it asked the secretariat to prepare an appropriate concept note for the next Symposium.

III. Implementing the Paris Declaration

THE PEP Academy

4. The Bureau continued the discussion on the proposed operationalization of THE PEP Academy (ECE/AC.21/SC/2014/3–EUDCE1408105/1.6/SC12/3) and agreed, on behalf of the Steering Committee, on the proposed principles for carrying out activities under THE PEP Academy and its scope as well as the initial set of activities on which THE PEP Academy could focus. It invited Bureau members to submit any further specific comments directly to the secretariat until 5 December 2014. The Secretariat was tasked with further elaborating the next activities and preparing specific proposals for the next meeting of the Bureau.

THE PEP Partnership

5. The Bureau discussed the proposed changes in the terms of reference for THE PEP Partnerships (Informal document No. 9). Understanding the need to have a transparent and clearly described process and a set of requirements for establishing and joining a THE PEP Partnership, the Bureau proposed to amend the terms of reference. These amendments include clarifications on the role of the secretariat (to be decided ad hoc for each partnership), reporting mechanisms to the governing bodies of THE PEP, the use of THE PEP logo (requiring written approval of the secretariat) and on how far these terms of reference shall be applied to existing Partnerships (selection of specifications that must be

provided in retrospective). Furthermore, a specific template for establishing a Partnership shall be developed accordingly.

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

Communication strategy

6. The Bureau considered the list of proposed communication activities for 2015 (Informal document No. 15) and stressed the need to align them with other related international processes. It concluded that THE PEP should explore contributions to the following events: United Nations Climate Change Conference COP21 in Paris in 2015, VeloCity in Nantes, France, on 2–5 June 2015, the Midterm Review Meeting of the European Environment and Health Process (EEHP MTR) in 2015 and the twenty-first session of the UNECE Committee on Environmental Policy (CEP21, preparations for the eighth Environment for Europe Ministerial Conference, 8–10 June 2016, Batumi, Georgia) on 27–30 October 2015.

7. The Russian delegation proposed to categorize communication opportunities by sector (transport, health and environment as well as urban and spatial planning) and audience (policy, society (awareness raising) and science) and aim for identifying at least one event per sector and audience each year.

8. The secretariat was tasked with coordinating the inputs to the EEHP MTR and CEP21. The delegate of France agreed to explore opportunities at COP21 and in Austria, through the Partnership on Cycling Promotion, would work on an adequate representation of THE PEP at VeloCity 2015, in coordination with the secretariat. Additionally, the secretariat informed the Bureau about potential plans for launching an updated version of HEAT for walking and cycling at the first International conference on Transport and Health: Changing perspectives, 6–8 July 2015, London, United Kingdom.

9. The Bureau stressed again the necessity of ensuring a presence of THE PEP at all future preparatory meetings for the Ministerial Conference on Environment for Europe in 2016 and the sixth Ministerial Conference on Environment and Health.

10. Following proposal from the Steering Committee, the Bureau agreed to establish a new series of publications in the form of THE PEP factsheets. The first of this series is to be developed by the Partnership on Eco-driving with the purpose of highlighting the benefits of eco-driving. Austria, with help of the secretariat, will develop a first draft factsheet and provide it to the Bureau for consideration at its next meeting. This factsheet and the publication of the NTHEAP manual in Russian are to be added to the list of publications of THE PEP, as endorsed by the Committee already.

11. The delegate of France expressed an offer to provide a French translation of the website of the HEAT for walking and cycling and of the user guide booklet. The Bureau welcomed this offer and tasked the secretariat with further coordination.

12. The Bureau rediscussed the report on the options for moving forward with THE PEP Clearing House (Informal document No. 16) and confirmed the Committee's decision to commission detailed reports on options 2 and 3.

Monitoring progress on the implementation of THE PEP goals

13. The Bureau considered the two proposed options for alternative monitoring of implementation (Informal document No. 14) and decided to explore the costs and feasibility

of option B. The secretariat was tasked with preparing an appropriate report for consideration by the Bureau at its next meeting.

14. In order to increase reporting by member States on their achievements in implementing the Paris Declaration, the Bureau requested the inclusion of a specific question on one main achievement in the annual THE PEP Questionnaire on implementing THE PEP. These achievements would then be published online and a selection of them presented at the subsequent session of the Steering Committee.

V. Next meeting of the Bureau

15. The Bureau requested the secretariat to provide, at its next meeting, an estimate of the impacts on the costs of expanding the sessions of the Steering Committee, the Symposium and the back-to-back meetings of the Bureau from 2 to 2.5 days.

16. The twenty-seventh meeting of the Bureau will take place on 26–27 June 2015 at the WHO premises in Copenhagen. The twenty-eighth meeting of the Bureau will take place on 19 November 2015 at the Palais des Nations in Geneva.
