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and Environment

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

Tenth session

Geneva, 14 and 15 November 2012

Report of the Steering Committee of the Transport, Health and Environment Pan-European Programme on its tenth session and report of the eighteenth meeting of the Bureau of the Steering Committee

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I. Introduction

1. At its tenth session, held on 14 and 15 November 2012 in Geneva, Switzerland, the Steering Committee of the Transport, Health and Environment Pan-European Programme (THE PEP) continued its discussion on progress made towards the attainment of the goals of the Ministerial Declaration of the Third High-level Meeting on Transport Health and Environment, THE PEP implementation mechanisms and projects under THE PEP Partnerships, the activities implemented in 2012 and the programme of work for 2013. It also discussed preparation of the Fourth High-level Meeting on Transport, Health and Environment, communication activities, the manual for national transport, health and environment action plans and a pocket guidebook on financing mechanisms in Europe for THE PEP-related activities. In addition, the Committee considered the report of the workshop held within the framework of THE PEP relay race (“staffette”) in 2012 in Moscow and plans for future workshops in Almaty, Kazakhstan, in 2013 and Lithuania in 2014.

2. THE PEP 2012 Symposium on “Green and Health-friendly Mobility for Sustainable Urban Life” was held during the tenth session of the Steering Committee. The Symposium addressed Priority Goal 3 of Amsterdam Declaration (ECE/AC.21/4), aiming to reduce emissions of transport-related greenhouse gases, air pollutants and noise.

A. Attendance

3. The session was attended by representatives from the following countries: Albania, Austria, Azerbaijan, Belarus, Belgium, Czech Republic, France, Georgia, Germany, Kazakhstan, Republic of Moldova, Montenegro, Russian Federation, Serbia, Slovakia, Switzerland, the former Yugoslav Republic of Macedonia, Ukraine, United States of America and Uzbekistan. Representatives of the United Nations Development Programme (UNDP), the European Cyclists’ Federation, the International Chamber of Commerce and the International Federation of Freight Forwarders Associations (FIATA) also attended.

B. Opening of the session and organizational matters

4. Participants were welcomed by the Coordinator of the Interventions for Healthy Environments of the World Health Organization (WHO); the Chief of the Sustainable Transport Section of the Transport Division of the United Nations Economic Commission for Europe (ECE); an Environmental Affairs Officer of the ECE Environment Division; and a Technical Officer for Transport and Health of the WHO Regional Office for Europe (WHO/Europe).

5. 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/2012/1–EUDCE1206040/1.9/SC10/1).

6. The Steering Committee elected Mr. Robert Thaler, Federal Ministry of Agriculture, Forestry, Environment and Water Management (Austria) as Chair, representing the environment sector. The Steering Committee expressed its gratitude to the outgoing Chair, Mr. Philippe Maler (France) for his effective work.

7. The Steering Committee confirmed the present members of the Bureau and elected three new members leading to the following composition of the Bureau:

Transport sector:

Ms. Nadine Asconchilo (France)
Mr. Vadim Donchenko (Russian Federation)
Ms. Sjoukje Faber (Netherlands)
Mr. Matthias Rinderknecht (Switzerland).

Health sector:

Mr. François André (Belgium)
Mr. Michail Kochubovski (the former Yugoslav Republic of Macedonia)
Mr. Ion Shalaru (Republic of Moldova)

Environment sector:

Mr. Bart Cobbs (United States)
Ms. Biljana Filipovic (Serbia)
Mr. Robert Thaler (Austria)
Ms. Nino Tkhilava (Georgia)

The Chair stressed the urgency of receiving a nomination for an additional Bureau member from the health sector.

8. The Steering Committee adopted the report of its ninth session, which had been held in Geneva on 16 and 17 November 2011, and the report of the fifteenth meeting of the Bureau, which had taken place in Geneva on 18 November 2011 (ECE/AC.21/SC/2011/8-EUDHP1003944/7.1/SC9/8), as well as the reports of the sixteenth and seventeenth meetings of the Bureau (Paris, 9 March 2012 and Copenhagen, 9–10 July 2012; informal documents Nos. 2 and 3, respectively).

9. The Bureau held its eighteenth meeting on 16 November 2012 (annex). The Committee agreed that all meetings of the Bureau through April 2014 would be open to all members of the Steering Committee (i.e., the “extended Bureau”), in order to ensure the adequate and timely preparation of the Fourth High-level Meeting in 2014.

II. Outcome of THE PEP 2012 Symposium

10. 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 — transport, health and environment. THE PEP 2012 Symposium, “Green and Health-friendly Mobility for Sustainable Urban Life”, consisted of a keynote speech, two policy briefings and a moderated panel discussion. The Symposium sought to raise awareness and share experiences, in particular concerning Priority Goal 3 of the Amsterdam Declaration.¹

11. A concept note had been prepared by THE PEP secretariat in cooperation with the Bureau outlining the main issues to be addressed during the 2012 Symposium (ECE/AC.21/SC/2012/2–EUDCE1206040/1.9/SC10/2).

¹ Priority Goal 3 of the Amsterdam Declaration adopted in January 2009 is: “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; promoting a shift towards clean transport modes and fostering electric mobility as well as eco-driving”.

12. The Symposium highlighted the health and environmental effects of transport-related emissions of air pollution, greenhouse gases and noise and sought examples of effective policy responses that would alleviate those pressures and contribute to a green and health-friendly urban environment.

13. In particular, the Symposium addressed six specific issues (see sects. A–F below).²

A. What are the co-benefits to health of cleaner, greener transport?

14. The Coordinator for Interventions for Healthy Environments of WHO noted that non-communicable diseases, or so-called lifestyle diseases (cancer, diabetes, cardiovascular diseases and chronic respiratory illnesses), were not only of concern to human health, but were an overall development issue, in particular urban development. The major health and mitigation co-benefit opportunities of cycling and walking, public transport and compact urban land use had been demonstrated, with scientific evidence showing improved health correlated with active transport. THE PEP was well-placed to provide input into the United Nations system-wide discussion on Sustainable Development Goals and could play a role in identifying indicators for sustainable urban transport.

B. Air pollution and noise — still a pan-European concern?

15. A representative of the WHO/Europe addressed the topic of noise emissions in cities. Noise from transport, including road traffic, railways and trams, was an important factor contributing to hearing impairment, annoyance and sleep disturbance, cognitive impairment, unintentional injuries and increased risk of cardiovascular disease. Noise was a pan-European public health concern, with up to 1.6 million healthy life years lost from transport noise every year in European Union (EU) cities alone.

16. The Deputy Director of the Swiss Tropical and Public Health Institute underlined the health impact of air pollution, including premature death, chronic diseases and acute health problems such as asthma and heart attacks. With regard to particulate matter, current EU air quality standards did not protect public health, allowing for concentrations twice as high as in the WHO Air Quality Guidelines. There was evidence of a prevalence of respiratory health problems as a function of the residential distance from highways in Switzerland. In Europe, the high ratio of people living near busy roads had to be taken into consideration by urban planners. Estimates made by the Aphekom project³ found that 14 per cent of asthma cases in children and 28 per cent of all coronary heart diseases in Europe were attributable to proximate road air pollution.

C. What are the environmental and health effects of air pollution from transport?

17. The Head of the Air Quality Management Section of the Swiss Federal Office for the Environment and Chair of the Working Group on Strategies and Review under the ECE Convention on Long-range Transboundary Air Pollution described the environmental and health effects of transport-related emissions. On a positive note, the revision of the Protocol

² A programme for the Symposium listing all the speakers and their presentations is available at <http://www.unece.org/index.php?id=30840>.

³ Improving Knowledge and Communication for Decision Making on Air Pollution and Health in Europe, see <http://www.aphekom.org/web/aphekom.org/home>.

to Abate Acidification, Eutrophication and Ground-level Ozone (Gothenburg Protocol) to the Convention included new emission reductions targets for 2020, including for particulate matter and black carbon. The revised Protocol was expected to provide benefits to human health and the environment and additionally contribute to the mitigation of near-term climate change. As currently only 26 out of 56 ECE member States were Parties to the Protocol, others were encouraged to ratify it.

D. How can we improve air quality through urban policies on active mobility?

18. The Senior Projects Officer of the London European Partnership for Transport described how some cities had successfully introduced policies and initiatives that had led to a modal shift away from car use and towards active mobility. Non-motorized transport such as walking and cycling reduced air pollution and road congestion, and created jobs through investment in walking and cycling infrastructure and equipment; and those success stories were transferable from city to city. The optimal policy approach to active mobility was one that joined efforts across the different sectors, as sustainable urban mobility plans were now a prerequisite to receive funding from the EU on urban transport. The EU Air Quality Directives⁴ were up for review, giving ministries a chance to influence the outcome.

E. How can we reduce air emissions from freight transport?

19. The Director General of FIATA, representing over 45,000 enterprises in 156 countries, underlined the impact of freight transportation of goods on emissions in cities in the pan-European region. Incentives to limit emissions were an interesting feature in that they could be started without having a global scheme and could ignite interest. Providing incentives for freight forwarding companies that showed a positive environmental record could be useful in influencing other companies. However, incentives required water-tight calculations for measuring emissions. It was difficult to calculate and compare emissions, thus a reliable and internationally comparable system was needed.

F. Can eco-driving impact urban air quality?

20. The Head of the Department of Transport, Mobility and Human Settlements of the Ministry of Agriculture, Forestry, Environment and Water Management of Austria stressed the correlation between an increase in eco-driving and a decrease in fuel consumption, greenhouse gas emissions and costs. Much of the decision-making regarding modal choice was based on an irrational justification for personal behaviour, such as the archetypical desire based on survival skills to drive fast to flee a perceived threat. It was recommended to include eco-driving in driver training schools and in freight forwarding companies to educate truck drivers, thus creating a “community of eco-driving”. It was also important to raise awareness among the mainstream of society, as motivating individual drivers was a challenge. Eco-driving should not be an isolated policy response, but combined with

⁴ Directive 2004/107/EC of the European Parliament and of the Council of 15 December 2004 relating to arsenic, cadmium, mercury, nickel and polycyclic aromatic hydrocarbons in ambient air and Directive 2008/50/EC of the European Parliament and of the Council of 21 May 2008 on ambient air quality and cleaner air for Europe.

walking and cycling, public transport, car sharing and e-mobility. A future eco-driving project was proposed for THE PEP Partnerships.

G. Discussion and conclusions

21. The main conclusions from the Symposium were agreed as follows:

(a) Noise emissions continued to be a significant problem in the pan-European region. People living near highways and trams suffered disproportionately in terms of loss of hearing, unintentional injury and cardiovascular disease. The policy response should include awareness-raising, investment in infrastructure, road surface improvements, speed limits and designation of car-free city centres, not only in historical cities;

(b) Air pollution damaged health and its effects included premature death, chronic diseases and acute health problems. Particulate matter was regulated by EU air quality standards, although those allowed for concentrations twice as high as WHO did. Evidence from experiments with mice showed the prevalence of respiratory health as a function of the residential distance from the highway in Switzerland;

(c) The Convention on Long-range Transboundary Air Pollution covered emissions from both stationary sources and mobile sources, such as transport. The 2012 amendments to the Gothenburg Protocol included emission limits for particulate matter and black carbon (soot), which meant that greater attention would be paid to reducing those emissions by Parties to the Convention;

(d) Eco-driving schemes should be supported at the national and urban levels, incorporating eco-driving training in driving schools, businesses and the freight transport industry. An effective policy response included awareness-raising and incentive campaigns to create a “community of eco driving”;

(e) Active mobility was best harnessed in a joined-up approach, as sustainable urban mobility plans were now a prerequisite to receive funding from the EU on urban transport. Also the Health Economic Assessment Tool (HEAT) developed under THE PEP would require continued support;

(f) The fleet industry believed that incentives were effective, as they could be started without having a global scheme and could ignite the interest of others. However, to provide incentives, water-tight calculations for measuring emissions were required.

22. Participants underlined the importance of the second decade of THE PEP, stressing the necessity for multi-stakeholder cooperation, including not only on transport, environment and health, but also on urban and regional planning and disaster risk and emergency preparedness to foster increased resilience of cities in the face of an expected increase in extreme weather events.

23. Based on the experiences of THE PEP Symposiums in 2010, 2011 and 2012, the Committee reiterated that THE PEP member States should take the key messages forward and integrate them into national processes. THE PEP 2013 Symposium would be held on 27 November 2013 at the Palais des Nations in Geneva with a focus on Amsterdam Goal 4: “to promote policies and actions conducive to healthy and safe modes of transport”.

III. Preparation of the Fourth High-level Meeting on Transport, Health and Environment

24. The Steering Committee discussed the preparation of the Fourth High-level Meeting on Transport, Environment and Health, to be held from 14 to 16 April 2014 in Paris.

Representatives of the Government of France from the Ministry of Ecology, Sustainable Development and Energy and the Ministry of Health presented preliminary plans for the three-day event, which would take place in cooperation with the 2014 Transport Research Arena and could possibly comprise joint events with the International Transport Forum and the Transport Research Board. Approximately 2,000 participants were expected for the Transport Research Arena.⁵

IV. Implementing the Amsterdam Declaration

A. National transport, health and environment action plans

25. The secretariat presented the finalized text for a manual for developing national transport, health and environment action plans (NTHEAPs) (informal document No. 4). The manual had been developed by the secretariat with input from the Bureau. NTHEAPs, one of the three implementation mechanisms of the Amsterdam Declaration, were intended as strategic tools to ensure the integration of health and environment aspects into transport planning. It was the responsibility of member States to develop and implement them.

26. Several delegations reported on progress made in the development of NTHEAPs in their country and thanked the secretariat for the useful manual.

B. THE PEP relay race (“staffette”)

27. The Steering Committee considered again the results of the workshop “Working together for sustainable and healthy urban transport”, which had been held on 8 and 9 June 2011 in Kyiv, recognizing the technical mission by France prior to the workshop as a useful approach (ECE/AC.21/SC/2011/4–EUDHP1003944/7.1/SC9/4). The representatives of Ukraine reported on follow-up measures that had been taken toward sustainable urban transport policy since the Kyiv workshop. The Steering Committee also revisited the results of the workshop, “Safe and healthy walking and cycling in urban areas”, held on 30 September and 1 October 2010 in Batumi, Georgia (ECE/AC.21/SC/2011/3–EUDHP1003944/7.1/SC9/3). The representatives of Georgia informed the Committee that, as a result of the Batumi Workshop and the awareness it raised among the local Government and citizens, work was continuing on the construction of bicycle lanes and on pedestrian streets where car traffic was limited.

28. The representative of the Russian Federation presented the report of the workshop, “Sustainable development of urban transport: challenges and opportunities” held on 7 and 8 June 2012 in Moscow (ECE/AC/SC/2012/4–EUDCE1206040/1.9/SC10/4). The workshop had been organized in cooperation with the city of Moscow and the Scientific and Research Institute of Motor Transport of the Russian Federation. It had attracted some 170 participants from eight countries, as well as numerous national and international experts. The workshop had concluded with the adoption of action points for policymakers in nine fields, including the establishment of a supportive legal and regulatory framework to promote an integrated policy approach and the introduction of measures to increase the environmental performance of the vehicle fleet. The Steering Committee endorsed the report and adopted the action points for policymakers.

⁵ A preliminary programme for the Meeting, proposed themes, background documents and information on the process for adopting an outcome document are presented in the report of the eighteenth meeting of the Bureau (see annex).

29. The Steering Committee thanked the hosts and organizers of the Moscow workshop, recommending the continuation of the relay race and its practical follow-up.

30. The representatives of Azerbaijan, Belgium, Kazakhstan and Lithuania (via e-mail) expressed interest in hosting future workshops under THE PEP. The Steering Committee welcomed the offers and asked the secretariat to initiate contact with the relevant ministries in Kazakhstan regarding a two-and-a-half day workshop in autumn of 2013. The secretariat would contact the representatives of Lithuania with a view to holding a workshop in 2014, in order to launch the implementation of the forthcoming Paris Declaration after the Fourth High-level Meeting.

31. As requested by the Bureau, the results of the six staffette workshops held from 2009-2013 (Pruhonice, Czech Republic; Skopje; Batumi, Georgia; Kyiv; Moscow and Almaty, Kazakhstan) would be compiled into a “Compendium of Staffette experiences: lessons learned and action points for policymakers”, as one of the background documents for the High-level Meeting. France offered to be responsible for the publication of the compendium, in cooperation with THE PEP secretariat and in close collaboration with the representatives of the corresponding host countries.

C. THE PEP Partnership

32. The secretariat presented progress made on several activities under THE PEP Partnership. Further to THE PEP 2010 Symposium, a brochure “Green and Healthy Jobs in Transport” (ECE/ASTANA.CONF/2011/INF/32) was launched at the seventh “Environment for Europe” Ministerial Conference (Astana, September 2011). The focus of the brochure was on jobs related to walking, cycling and public transport, showing multiple benefits such as in energy consumption and land-use planning, intended as a collection of case studies with quantifiable information to highlight the potential of green and health-friendly jobs in transport and their economic, health and environmental impacts. The Committee invited member States, experts and policymakers to join this Partnership, and to inform the secretariat of their willingness to do so by March 2013. On the basis of the brochure and a proposal for development of a further report on the topic (Informal document No. 5), the Steering Committee would consider developing a report on this topic for the High-level Meeting.

33. The Steering Committee was also informed of progress made on the partnership project TRANSDANUBE, developed by THE PEP focal points from countries bordering the Danube River (Germany, Hungary, Croatia, Serbia, Bulgaria, Romania, Republic of Moldova and Ukraine). TRANSDANUBE was focusing on the promotion of sustainable mobility management, and would contribute to the EU Strategy for the Danube Region.

34. The secretariat presented a revised version of a pocket guidebook on financing mechanisms in Europe in support of THE PEP-related goals (Informal document No. 6). The updated guidebook reflected recent developments and new financing programmes and was focused on the instruments that would be of greatest relevance to THE PEP. The Steering Committee thanked the secretariat for the useful information.

35. The secretariat also presented the new HEAT for walking and for cycling: methodology and user guide (Informal document No. 7). HEAT was used for calculating the economic value of reduced mortality associated with regular walking or cycling. The Steering Committee noted the usefulness of HEAT and thanked the supporting member States, i.e., Austria, Switzerland, the United Kingdom of Great Britain and Northern Ireland and the European Commission.

36. A representative of France presented preliminary results of the questionnaire developed to assess the state of the art in signs and signals for cyclists and pedestrians in

the region (Informal document No. 8). The questionnaire, launched by Le Centre d'études sur les réseaux, les transports, l'urbanisme et les constructions publiques (CERTU), a scientific and research agency based in Lyon, France, asked member States for data and information on active transport practices, including markings and sign-posting used by police, in tourism and other services.

V. Managing THE PEP

A. Monitoring implementation

37. The secretariat presented the results of the 2012 questionnaire on the implementation of the Amsterdam Goals, circulated to THE PEP Focal Points as agreed by the Steering Committee at its ninth session (Informal document No. 9). The questionnaire was intended to assess developments over time — i.e., new responses would be resubmitted annually — and the results would allow other member States to gauge progress in their countries and sub-regions by comparing standard replies. Fourteen countries had replied to the questionnaire (out of 46 countries that had focal points for THE PEP). The replies provided important information on how issues were addressed from country to country and would provide an assessment of the implementation of the Amsterdam Goals in the run-up to the High-level Meeting. It would be important to focus on what the main obstacles and enabling factors were for implementation. Some recommendations were: to strengthen the implementation mechanisms and existing tools of THE PEP, in particular NTHEAPs; to support member States in raising funds; and to stimulate more awareness by requesting reappointment of members of THE PEP Steering Committee and by creating national coordinating bodies for the exchange of good practices.

38. The Steering Committee thanked the secretariat for the questionnaire and the preliminary analysis of replies. It requested the secretariat, on the basis of a revised list of focal points, to recirculate the questionnaire during the summer of 2013, leading up to a more comprehensive report for the High-level Meeting in 2014. The secretariat noted that THE PEP questionnaire was well aligned with other reporting mechanisms, such as on the implementation of the Parma Declaration on Environment and Health.

B. Communication strategy

39. Following the adoption of THE PEP communication strategy at the Steering Committee's eighth session and a supporting "Advocacy Kit" adopted at the ninth session, the secretariat provided the Steering Committee with an update on its implementation and a proposed list of upcoming opportunities for communication (Informal document No. 10).

40. The Steering Committee considered the proposals and tasked the Bureau with selecting relevant events. It stressed the need to align communication activities in 2013 with the preparation of the Fourth High-level Meeting in 2014.

41. The secretariat informed the Steering Committee of proposed measures to ensure the continued operation of THE PEP Clearing House, launched in 2005. As a short-term measure, the Steering Committee agreed to provide for the necessary software upgrades and to fix existing malfunctions that were hampering efficient operation and administration by the secretariat. Over the longer term, the role and functions of the Clearing House would need to be reviewed, including resource requirements.

C. Programme of work for 2012–2013

42. A general programme of work for THE PEP for 2012–2013 was considered by THE PEP Bureau at its seventeenth meeting in Copenhagen in July 2012. The Steering Committee reviewed activities carried out in 2012 and adopted planned activities for 2013 (see ECE/AC.21/SC/2012/6–EUDCE1206040/1.9/SC10/6).

D. Financial matters

43. The secretariat informed the Steering Committee about the amount and use of extra-budgetary funds that had been made available to ECE and WHO in 2011 and 2012 (ECE/AC.21/SC/2012/7–EUDCE1206040/1.9/SC10/7). The Steering Committee welcomed the intentions of Austria, France, Norway and Switzerland, and hopefully others, to continue financing THE PEP activities.

E. Strengthening synergies with international organizations and processes

44. The Steering Committee was informed about collaboration between THE PEP and related international processes with a view to strengthening synergies, including with: the second meeting of the European Environment and Health Ministerial Board (Baku, November 2012); the European Environment and Health Task Force meeting on monitoring (Bonn, Germany, February 2012); the Polis network; the European Cyclist Federation; and the World Bank.

45. The Head of the Housing and Land Management Unit at ECE informed the Committee about the upcoming ECE Green Economy Seminar on “Building the cities we want” (Geneva, 27 November 2012) in which THE PEP would be featured, and on a proposed ECE internal working group on sustainable urban development.

46. The Steering Committee discussed ways to strengthen collaboration with those and other international organizations and processes, as well as to promote THE PEP as a model for other regions.

VI. Next meeting of the Steering Committee

47. The Steering Committee agreed that its eleventh session would be held on 27 and 28 November 2013 at the Palais des Nations, Geneva, beginning with THE PEP 2013 Symposium on 27 November 2013, focused on Amsterdam Goal No. 4,⁶ and followed by a meeting of the extended Bureau on 29 November 2013.

⁶ Priority Goal 4 of the Amsterdam Declaration is: “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”.

Annex

Report of the eighteenth meeting of the Bureau of the Steering Committee

I. Participation

1. The eighteenth meeting of THE PEP Bureau was held on 16 November 2012 at WHO headquarters in Geneva. It was chaired by the THE PEP Steering Committee Chair, Mr. Robert Thaler (Austria), and attended by: Ms. Eralda Mariani (Albania); Mr. Rustam Talishinskiy (Azerbaijan); Ms. Larissa Karpyk and Mr. Andrei Pilipchuk (Belarus); Mr. François André (Belgium); Mr. Jiri Bendl (Czech Republic); Ms. Nadine Asconchilo, Ms. Marie Fiori, Ms. Caroline Paul and Ms. Collette Watellier (France); Ms. Manana Juruli and Ms. Nino Tkhlava (Georgia); Mr. Ion Salaru (Republic of Moldova); Mr. Borco Bajic (Montenegro); Mr. Vadim Donchenko (Russian Federation); Ms. Biljana Filipovic (Serbia); Mr. Matthias Rinderknecht (Switzerland); Mr. Mihail Kochubovski and Mr. Kosta Trajkovski (the former Yugoslav Republic of Macedonia); Mr. Yuriy Shtyl (Ukraine); and Mr. Bart Cobbs and Ms. Jessica Olpere (United States of America).

2. Also present were representatives of the ECE secretariat from the Environment and Transport Divisions, as well as WHO/Europe.

II. THE PEP Symposium

3. The Bureau considered the conclusions of THE PEP 2012 Symposium, noting that it had been a successful event, generating significant interest and enthusiasm. It asked the secretariat to develop a concept note on Amsterdam Priority Goal 4, including a list of proposed panellists, based on input from the Bureau, to be made available at the 20th meeting of the extended Bureau in July 2013 in Copenhagen.

III. Preparation of the Fourth High-level Meeting on Transport, Environment and Health

4. The Bureau continued the discussion on the preparation of the Fourth High-level Meeting on Transport Environment and Health, scheduled to be held from 14 to 16 April 2014 in Paris, hosted by the Government of France.

A. Proposed format and schedule

5. The representatives of France proposed a format for the three-day event, which could partly take place in connection with the Transport Research Arena (TRA). The first day and a half would take place at La Défense and the second day and a half would take place at the Ministry of Health. The following proposed schedule of events was considered:

Sunday, 13 April 2014

Arrival and welcome of participants.

Evening reception (cocktail) for participants.

Monday, 14 April 2014

Venue: La Défense

Morning session: registration of THE PEP participants and free participation at TRA sessions.

Lunch: at TRA for THE PEP participants.

Afternoon session: free participation at TRA sessions; possible session/seminar of THE PEP at TRA.

Evening reception at La Défense with round-table of the former chairs of THE PEP (to be confirmed).

Tuesday, 15 April 2014

Morning venue: La Défense or Ministry of Health (to be confirmed).

Morning session: Joint TRA-International Transport Forum-THE PEP plenary meeting/seminar.

Lunch

Afternoon venue: Ministry of Health in the center of Paris.

Afternoon session: synthesis of progress made on Amsterdam Goals, launch of key background documents; finalization of the Paris Declaration.

Evening social event in the center of Paris.

Wednesday 16 April 2014

Venue: Ministry of Health.

Morning session: Statements by Members States from the three sectors.

Debates with youth network and transport, health, environment associations/non-governmental organisations on THE PEP Future: Where do we go from here?

Lunch

Afternoon session: Ministerial statements and adoption of the Paris Declaration and press conference.

Closing ceremony and Ministerial reception.

B. Suggested themes and topics

6. The Bureau considered the following themes and topics that might be covered at the Fourth High-level Meeting:

- (a) People-centered approach: “On the Move: People First!”
- (b) Transport, health and environment for all: inclusive and sustainable urban mobility;

- (c) Protection of sensitive areas: urban, suburban and Alpine;
- (d) Continuing (strengthening) THE link: Transport choices for green and healthy mobility;
- (e) Transport, health and environment in a changing world;
- (f) Promotion of zero-emission vehicles;
- (g) Green, healthy transport policy framework;
- (h) Changing our minds: Transport, Health and Environment and the importance of public education and awareness-raising with a focus on youth;
- (i) New behaviour, new attitudes: those not covered by existing agreements and practices;
- (j) THE PEP Prize: certificates for green model cities;
- (k) Not only carbon dioxide but coarse particulate matter (PM₁₀), fine particulate matter (PM_{2.5}), black carbon (soot) and other harmful emissions;
- (l) Youth: the future mobile generation (new concept of freedom);
- (m) Fair and equitable access (reducing barriers) for all;
- (n) Knowledge/research, regulation/legislation and communication/training;
- (o) Tools and methods for Strategic Environmental Impact Assessment related to sustainable transport;
- (p) Vertical integration: translating national policy into local action through both central Governments and partnerships;
- (q) THE PEP Guidelines on green and health-friendly transport.

C. Proposed documentation

7. The Bureau discussed the documentation to be submitted to the Fourth High-level Meeting and indicated the member State or organization that would be responsible for its final publication in English, French and Russian, as follows:

- (a) Compendium of staffette experiences: Best practices in Transport, Health and Environment (France/Austria);
- (b) Manual of National Transport, Health and Environmental Action Plans (WHO/Europe);
- (c) THE PEP report on Signs and Signals for Active Transport (France);
- (d) Assessment of the policy response in transport, health and environment (based on replies and analysis of THE PEP questionnaire on the implementation of the Amsterdam Declaration and including selected examples of national and subnational implementation) (ECE and WHO/Europe);
- (e) The Paris Declaration and priority goals (two-page flyer, following the High-level Meeting) (ECE);
- (f) Green and healthy jobs in transport: good practices and economic potential (WHO/Europe).

D. Suggested initiatives to be launched at the Fourth High-level Meeting

8. Based on the above topics and themes, several specific initiatives were proposed for possible launching at the Fourth High-level Meeting, as follows:

- (a) THE PEP Partnership on e-mobility and eco-driving;
- (b) Youth and community outreach;
- (c) THE PEP Prizes, Certificates, Awards;
- (d) PEP UP! THE Car-Free City-Centre Initiative;
- (e) Active mobility management;
- (f) Outreach to Mediterranean;
- (g) THE PEP Check (Assessment of transport, health and environment in-country/by twinning).

E. Calendar of meetings

9. The Bureau considered the following calendar of meetings for the preparation of the Fourth High-level Meeting:

4–5 April 2013: nineteenth meeting of the extended Bureau: Paris

July 2013: twentieth meeting of the extended Bureau, Copenhagen

October 2013: Kazakhstan Workshop, Almaty (to be confirmed)

27–29 November 2013: THE PEP Steering Committee, eleventh session, THE PEP 2013 Symposium and the twenty-first meeting of the extended Bureau, Geneva

February 2014: twenty-second meeting of the extended Bureau, Zurich/Brussels (to be confirmed)

14–16 April 2014: Fourth High-level Meeting, Paris

Autumn 2014: Workshop to launch implementation of the Paris Declaration (Lithuania) (to be confirmed).

IV. Dates of next meeting of THE PEP Steering Committee and its Bureau

10. The Bureau noted that the eleventh session of the Steering Committee would be held on 28 November 2013 at the Palais des Nations in Geneva. The eleventh session would be preceded by THE PEP 2013 Symposium on 27 November 2013, and followed by a meeting of the extended Bureau on 29 November 2013.