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HIGH-LEVEL MEETING ON TRANSPORT,
HEALTH AND ENVIRONMENT

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

Seventh session
Geneva, 22–23 October 2009
Item 5 of the provisional agenda

**THE PEP IMPLEMENTATION MECHANISMS AND WORKPLAN:
PROJECT PROPOSALS AND BUDGETARY REQUIREMENTS (2009–2014)**

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, which reflected a vision for future work under the Transport, Health and Environment Pan-European Programme (THE PEP) and promoted an integrated approach to policymaking across the three sectors. The Declaration provides a mandate for the continuation of THE PEP in the period 2009–2014 and contains a road map for achieving its four priority goals. In addition, the Declaration includes three mechanisms for implementation as well as the six main areas of the next workplan to support national action and international cooperation (ECE/AC.21/2009/2, annex).

2. In line with the provisions of the Amsterdam Declaration, the joint secretariat of the United Nations Economic Commission for Europe (UNECE) and the World Health Organization Regional Office for Europe (WHO/Europe), with the support and input from the Bureau, has

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submitted in this document an outline of the three implementation mechanisms and seven detailed project proposals for consideration and approval by the Steering Committee.

II. IMPLEMENTATION MECHANISMS

3. The following three mechanisms were endorsed in the Amsterdam Declaration and are described below:

- (a) National transport, health and environment action plans (NTHEAPs);
- (b) THE PEP relay races (*staffette*);
- (c) THE PEP Partnerships.

A. National transport, health and environment action plans

1. Scope and purpose

4. The national transport, health and environment action plans (NTHEAPs) were agreed in the Amsterdam Declaration as the main national or subnational implementation mechanism to achieve priority goals of THE PEP. NTHEAPs could be developed and implemented by making use of existing mechanisms, plans and programmes in the fields of transport, health and environment, by building on national processes across the three sectors or by developing new NTHEAPs. Countries should develop strategies that suit the needs of their citizens and the capabilities of their administrations, taking into account different socio-economic situations. The NTHEAPs should address transport-related health and environmental impacts and increase transport efficiency, as well as set targets and timetables for implementation.

2. Tools and mechanisms

5. The development of NTHEAPs or similar national or subnational strategic tools to ensure the integration of health and environment aspects into transport planning is the responsibility of the Member States. THE PEP will support Member States in the development, implementation and evaluation of NTHEAPs in two ways: (a) development of guidance and common tools, for dissemination through THE PEP Toolbox and THE PEP Clearing House; and (b) support provided upon request to facilitate national actions (e.g. through policy dialogues and workshops).

6. Several existing policy frameworks can provide important lessons:

(a) National environment and health action plans (NEHAPs) are government documents that address environmental health problems in a comprehensive and intersectoral way. The development of NEHAPs across Europe was agreed in Helsinki in 1994 at the Second European Conference on Environment and Health, following the publication of the Environmental Health Action Plan for Europe (EHAPE). Nearly all European WHO Member States have developed NEHAPs and have begun to implement them. They are usually drawn up by national experts in cooperation with partners, including professional and technical experts, national, regional and local authorities, and non-governmental organizations (NGOs). Existing NEHAPs could be revised or updated to include a transport component.

(b) Children's environment and health action plans (CEHAPs) were initiated at the Fourth Ministerial Conference on Environment and Health in 2004, where countries in the WHO/Europe Region committed to building a healthy future for children and to developing by 2007 national action plans to protect children's health against environmental hazards. The CEHAPs usually include the four Regional Priority Goals (RPGs) of the Children's Environment and Health Action Plan for Europe (CEHAPE). Where existing and appropriate to the priorities identified, CEHAPs could be considered and revised or updated to include a transport component, particularly contributing to RPGs 2 and 3¹.

(c) Environment and Health Performance Reviews (EHPRs) are based on the methodology for the Environment Performance Reviews (EPRs) developed by the Organisation for Economic Co-operation and Development (OECD) and UNECE. The EHPRs involve an assessment of the environment and health situation in a Member State, which is developed by a team of international experts. They include an assessment of the environment and health situation, institutional set-up, the policy-setting and legal frameworks, and the degree and structural functioning of intersectoral collaboration to identify priorities and tools for action. The methodology could be adapted to provide a basis for the development of NTHEAPs, where countries wish to carry out a more detailed analysis of the main strengths, challenges and opportunities in the country for the integration of transport, health and environment.

3 Operational arrangements

7. While the responsibility for the development and implementation of NTHEAPs will be with interested Member States, resources would be needed for the development of common approaches and tools, and assistance to Member States would be provided when needed.

B. THE PEP relay races

1. Scope and purpose

8. THE PEP relay races (*staffette*) are part of a new communication and implementation strategy of the THE PEP. Past activities under THE PEP lacked a specific mechanism to disseminate knowledge and best practices in the region, aside from THE PEP Clearing House. The relay races aim to spread the key messages of the Amsterdam Declaration throughout the region, from country to country and from city to city. Each relay race would focus on one topic or theme, drawing from the four priority goals of the Declaration (see annex, project A). The "batons" of the selected topics would be passed from country to country across the pan-European region, spreading know-how and experience.

9. At the end of the races in 2014, the concrete experiences gained should provide a solid basis for a comprehensive review and guidance on the technical, legal, institutional, social and policy aspects of topics that could be compiled and made available in various languages to

¹ The four regional priority goals of the CEHAPE are as follows: RPG I: ensure safe water and adequate sanitation; RPG II: ensure protection from injuries and adequate physical activity; RPG III: ensure clean outdoor and indoor air; and RPG IV: aim at chemical-free environments.
<http://www.euro.who.int/childhealthenv/policy/20020724>.

UNECE and WHO/Europe Member States and included in THE PEP Toolbox and THE PEP Clearing House.

10. The relay races would thus provide a strong incentive to establish a nationally driven, locally based exchange of knowledge and implemented policies. They would encourage international cooperation through the exchange of ideas and best practices and would foster the establishment of intersectoral networks of organizations, civil society representatives and individuals, who would share knowledge regarding transport, health and environment.

2. Tools and mechanisms

11. The *staffette* will be launched in a first workshop on the topic of “Safe and healthy walking and cycling in urban areas”, to be held from 24 to 25 September 2009 in Pruhonice (Prague), Czech Republic. The *staffete* concept would then be further developed and fine-tuned drawing on the experiences of the initial race. It is envisaged that these races would proceed according to the following steps:

(a) A country declares its interest in establishing a new or joining an existing race and proposes organizing an event, such as a workshop or public information campaign;

(b) The start of the race is marked through a Member State receiving the knowledge and experience that arrives with the “baton” from a previously participating Member State;

(c) The participating Member State tailors its activities for the relay stop according to its specific needs and interests. For example, it may determine how best to involve local and regional authorities and it may establish whether it would like to cooperate with or request support from other countries and/or international organizations;

(d) After the relay race stop is completed, the host country presents the results (e.g. conclusions and recommendations or action points for policymakers) to other interested countries, contributes to the THE PEP Toolbox and Clearing House, and hands the “baton” over to the next country at the subsequent workshop or other activity. This final step marks the beginning of a new cycle of the relay race.

3. Operational arrangements

12. While additional operational arrangements may need to be further considered following completion of the first *staffette* in Pruhonice, the *staffette* concept will be a key component of a future communication strategy for THE PEP.

C. THE PEP Partnership

1. Scope and purpose

13. THE PEP Partnership is intended to serve as a central resource and support mechanism to promote integrated policymaking in the areas of transport, health and environment through the development of tools, methods and capacity-building materials and training. It would be established as a consulting facility tasked to support the implementation of THE PEP in WHO/Europe and UNECE Member States, with a particular focus on supporting the development, implementation and evaluation of NTHEAPs.

2. Terms of reference

14. In line with the general scope outlined above, the terms of reference of THE PEP Partnership would entail the following main functions:

- (a) Building capacity and developing guidance, methods and tools for the integration of transport, health and environment;
- (b) Technical assistance at the national and subnational levels;
- (c) International advocacy and cooperation;
- (d) Information-sharing and dissemination;
- (e) Support to THE PEP Steering Committee and Bureau.

15. Activities envisaged under the Partnership are based on those set out in the Amsterdam Declaration (ECE/AC.21/2009/2 - EUR/09/5086385/2, annex).

3. Operational arrangements

16. THE PEP Partnership should facilitate implementation of THE PEP programme of work and promote ownership and active participation by its stakeholders, in particular Member States, and should also increase visibility of THE PEP. The modalities of THE PEP Partnership will be further discussed at an informal meeting in Austria, possibly in September 2009.

III. PROJECT PROPOSALS

17. The secretariat has prepared seven project proposals to be carried out over the coming years (2009–2014) for the consideration and approval of the Steering Committee. Some projects are a continuation of earlier work, with a renewed focus on implementation. Others are based on decisions taken and proposals made at the Third High-level Meeting.

18. The proposed projects are described according to the following elements: (a) the objectives of the project; (b) the expected results and impacts; (c) the estimated budget; and (d) the lead country. The projects are grouped under the two relevant implementation mechanisms, THE PEP *staffette* and THE PEP Partnership. The main beneficiaries of the projects would be national and subnational authorities of UNECE and WHO European Member States, with special attention given to the Eastern Europe, Central Asia and Caucasus (EECCA) and South-Eastern Europe (SEE) countries and other stakeholders.

1. Projects related to THE PEP relay races

- (a) Safe and healthy walking and cycling in urban areas;
- (b) Implementation of guidance on institutional conditions for policy integration in transport, health and environment.

2. Projects related to THE PEP Partnership

- (a) Development of guidance for Member States on NTHEAPs;
- (b) Application of THE PEP Toolbox as part of THE PEP Clearing House at the national level;

- (c) Economic valuation of health effects from transport, including walking and cycling;
- (d) THE PEP Partnership facility (or factory) for capacity-building in transport, environment and health;
- (e) THE PEP-United Nations Environment Programme (UNEP) targeted outreach on sustainable urban transport in EECCA and SEE.

19. The Steering Committee may wish to consider and approve these project proposals for submission of funding by countries, international organizations and NGOs, possibly prioritizing them based on need and the availability of resources. Project implementation would depend on available funds. The Committee may wish to provide guidance to the secretariat regarding preparation of further projects to be carried out under THE PEP workplan.

Annex

PROPOSED PROJECTS UNDER THE IMPLEMENTATION MECHANISMS

A. Projects related to THE PEP relay races

1. Project title: Safe and healthy walking and cycling in urban areas

1. Objectives: The proposed project consists of a series of capacity-building workshops aimed at disseminating knowledge and experience and sharing good practice on sustainable urban transport from city to city, with a first focus on safe and healthy walking and cycling in cities. This workshop series is part of THE PEP *staffette* and is intended to encourage policymakers to develop targeted strategies and concrete measures that support environment-friendly and health-promoting transport, including pedestrian and cycle-friendly cities. Using an interactive format of debates and roundtable discussions, participants will work together to identify challenges and needs across the region. They will promote innovative strategies and policies concerning planning, financing and economic valuation and infrastructure as well as the policy processes and regulation required to support walking and cycling and other environment- and health-friendly modes as increasingly viable and attractive modes of urban mobility.

2. Expected results and impacts: A first workshop to launch the relay races will be held in Pruhonice, Czech Republic, on 24 and 25 September 2009. It will focus on safe and healthy walking and cycling in urban areas. A subsequent workshop could be envisaged as a follow-up that continues the *staffette*, carrying forward to other cities the main messages and sharing the tools and methods useful for promoting the infrastructure, planning and regulation necessary for environment- and health-friendly transport. Particular emphasis will be given to sharing good practice on cooperation among national policymakers and municipal authorities for effective local action concerning walking and cycling.

3. The project would be expected to impact national and municipal authorities in the region, with a particular focus on EECCA and SEE, through the dissemination of knowledge and practical experience on sustainable urban transport solutions, in particular walking and cycling, as well as other modes. It would result in a coordinated approach to policymaking across the three sectors. The project would raise awareness among policymakers of the benefits of working together and the synergies and efficiencies gained through collaborative efforts. The project could maximize links with other stakeholders who support walking, cycling and other sustainable modes in cities.

4. Estimated budget: US\$ 30,000 per workshop.

5. Lead country: Given the support of the Czech Republic for the Pruhonice workshop, the Steering Committee is invited to propose a new lead country to carry out this project.

2. Project title: Implementation of guidance on institutional conditions for policy integration in transport, health and environment

6. Objectives: The aim of this project is to draw on previous work carried out under THE PEP to share experience and good practice and assist countries in developing effective

communication channels and collaborative approaches across the three sectors. The project would also fall under the implementation mechanism of the *staffette*, as a second topic for which experience and best practices are spread from city to city.

7. Expected results and impacts: To start this second *staffette*, a workshop is scheduled to be held in November 2009 in Skopje targeting innovative approaches by Governments for reflecting health and environmental concerns in transport policy. A subsequent workshop could draw on the conclusions of the Skopje workshop and include a training module for participants in integrating environment and health aspects into national transport action plans. Such a training module could be developed through THE PEP Partnership (see project B below).

8. The project would be expected to raise awareness among national and municipal authorities through the dissemination of knowledge and experience and to result in a coordinated approach to policymaking across the three sectors. The project could moreover maximize links with other international processes such as the CEHAPE RPGs 2 and 3 (see footnote 1 above), the environment and health process, and the activities on sustainable urban transport of UNEP.

9. Estimated budget: \$30,000 per workshop;

10. Lead country: Given the support by the former Yugoslav Republic of Macedonia for the Skopje workshop, the Steering Committee is invited to propose a lead country to undertake follow-up work.

B. Projects related to THE PEP Partnership

1. Project title: Support to Member States for the development, implementation and evaluation of national transport, health and environment action plans

11. Objectives: This project aims at supporting Member States in developing, implementing and evaluating national or subnational policy frameworks to implement the priority goals of the Amsterdam Declaration. NTHEAPs could be developed and implemented by making use of existing mechanisms, plans and programmes in the fields of transport, health and environment, by building on national processes across the three sectors or by developing new policy frameworks.

12. Expected results and impacts: Guidance on the development of the most suitable approach for a Member State will include an assessment of the baseline situation in the country with regard to transport, environment and health, including the existing institutional and policy frameworks. Priorities and suggested steps for further action would be identified and discussed in workshops or similar policy platforms. Based on the outcomes and experiences made in the project, a “table of actions” or recommendations could be developed as a menu for consideration by Member States. Furthermore, teaching modules, “train the trainers” mechanisms, twinning projects or the development of a “THE PEP certificate” for implementation projects could be considered.

13. Estimated budget: Support for development of NTHEAPs: \$45,000 (for international experts, travel, etc.) for a baseline assessment for one country, with \$30,000 for a final workshop.

14. Lead country or organization: WHO, countries participating in THE PEP Partnership, and others.

2. Project title: Integration of THE PEP Toolbox and application at the national level as part of THE PEP Clearing House

15. Objectives: The project aims to support NTHEAPs and international cooperation (THE PEP Partnership), in particular in EECCA countries, on the basis of information available in THE PEP Clearing House and THE PEP Toolbox.

16. Expected results and impacts: THE PEP Clearing House, operated in English and Russian, was established in 2006 as a platform to facilitate the exchange of information and knowledge for the integration of transport, health and environment policies. THE PEP Toolbox was created in 2008 to help national policymakers and local professionals address transport problems that affect health and the environment as well as to share good practices. At present, THE PEP Clearing House links to THE PEP Toolbox as an independent site.

17. Phase 1 of the project aims at bringing together – substantively and technically – the information provided in both electronic sites, to update and consolidate them in English and, to the extent possible, in Russian. This includes indicators and key messages for policymakers, in particular in EECCA countries, as well as evidence briefings and research, case studies and good practices in environment- and health-friendly transport, based on more than 100 topics.

18. In a second step (phase 2), the project aims at developing packages of materials that could be used to build capacity at the national and local levels by policymakers, professionals and NGOs. National authorities and policymakers will be provided with information packages and action programmes to support them in the preparation of action plans and campaigns focused on the specific needs of EECCA countries.

19. In a third step (phase 3), the project will support the preparation and organization of national events and workshops in EECCA countries; this will be linked to the NTHEAPs and THE PEP Partnership. Such support would include the participation of experts and policymakers from other countries and authorities with expertise in these fields.

20. Estimated budget:

Phase 1: January–June 2010: \$85,000 (content manager, information technology expert and translation);

Phase 2: July–December 2010: Development of information packages on specific themes) \$20,000–\$50,000 each (staff and materials);

Phase 3: 2011–2013: National events in EECCA countries: \$25,000–\$40,000 each (materials, logistics and support).

21. Lead country: The Steering Committee is invited to propose a lead country.

3. **Project title: Economic valuation of health effects of transport interventions**

22. Objectives: The project is expected to build on previously developed methodologies for the quantification of transport-related health effects² and of health benefits from walking and cycling³. The available methodologies and tools would be applied and tested in different settings across the region. The project aims at refining and further developing the guidance and tools.

23. Expected results and impact: The project includes several possible activities for consideration by the Steering Committee, namely:

(a) To advance the development of a detailed model to guide assessments on the societal costs of the effects of the transport system deterring walking and cycling (and thus reducing regular physical activity), clarifying the questions of insufficient physical activity related to transport systems that hinders commuter cycling and walking, how to assess morbidity-related costs and how to best deal with other exposures (in particular air pollution and traffic safety);

(b) To further refine the Health Economic Assessment Tool (HEAT) for cycling, and to develop an additional module to assess morbidity-related cost-savings;

(c) To support national or subnational applications of the guidance on transport-related health costs or the guidance and tools on quantification of benefits from cycling and walking.

24. Estimated budget: Activity (a): 120.000USD; activity (b) 120.000USD; activity (c) 20.000USD per application. Estimated budgets for activities (a) and (b) would include: carrying out reviews of the literature on the available approaches and experiences, developing a draft methodology to be discussed at an international expert workshop and finalization, in close exchange with an international expert advisory group.

25. Lead country: The Steering Committee is invited to propose a lead country.

4. **Project proposal: THE PEP Partnership facility for capacity-building in transport, health and environment**

26. Objectives: To support national action, including development, implementation and evaluation of the NTHEAPs, by providing capacity-building and training through different mechanisms, including for example interagency and intersectoral training courses, twinning projects, “summer schools” at the regional level or online e-training courses.

² See http://www.euro.who.int/transport/policy/20090115_2.

³ See http://www.euro.who.int/transport/policy/20070503_1, including the Health Economic Assessment Tool (HEAT) for cycling

27. Expected results and impacts: The project, to be implemented through THE PEP Partnership, would produce flexible training means and tools to meet different capacity-building needs at the level of national and subnational policymaking and administration, thereby creating a critical mass of knowledge to support the development and implementation of NTHEAPs. The project would be implemented in close coordination with the THE PEP Toolbox and THE PEP *staffette*.

28. Estimated budget: Ad hoc budget estimates would be developed as a function of the size of the capacity-building interventions to be implemented.

29. Lead country: The Steering Committee is invited to propose a lead country.

5. Project title: THE PEP-United Nations Environment Programme targeted outreach on sustainable urban transport in South-Eastern Europe and Eastern Europe, Caucasus and Central Asia

30. Objectives: The proposed project is aimed at raising awareness on various low carbon, cost effective sustainable transportation options at the municipal level through communication activities. These may include public campaigns or annual thematic events to raise awareness on sustainable urban transport (e.g. encouraging use of public transport on a given day, supported by radio and/or television commercials). These campaigns could be organized with municipalities, transport operators and NGOs in the context of subregional and regional networks and partnerships.

31. Expected results and impacts: The project will produce a series of outputs including materials and tools for media campaigns, i.e. brochures and catalogues for environmentally sustainable urban transport. It would utilize resources available to UNEP such as guidelines, TV advertisements for public transport and the various materials developed under THE PEP. Host country and city agreements could be identified for organizing a thematic annual event. Such interventions could be aligned with other relevant activities, such as the European Mobility Week and the Car Free Day to raise awareness of sustainable lifestyles through individual mobility choices.

32. The geographical target of the project would be UNECE member States, with a focus on EECCA and SEE countries. The project would be expected to impact national and municipal policymakers with regard to infrastructure development in support of sustainable transport solutions. The project could moreover maximize links with other regional and subregional networks and partnerships, such as the Carpathian Convention Working Group on Sustainable Transport and with other organizations such as the International Union of Public Transport (UITP) and the United Nations Institute for Training and Research (UNITAR).

33. Estimated budget: Target funding could be \$50,000 per year.

34. Lead countries: The Steering Committee is invited to propose a lead country.