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High-level Meeting on Transport, Health and
Environment

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

Twentieth session
Geneva, 17–19 October 2022

**Report of the Steering Committee of the Transport,
Health and Environment Pan-European Programme
on its twentieth session**



I. Introduction

1. The Steering Committee of the Transport, Health and Environment Pan-European Programme (THE PEP) held its twentieth session from 17 to 19 October 2022, in Geneva, in a hybrid format (both in-person and online participation).

A. Attendance

2. Delegations from the following member States of the United Nations Economic Commission for Europe (ECE) and the World Health Organization Regional Office for Europe (WHO/Europe) attended the meeting: Armenia, Austria, Azerbaijan, France, Georgia, Greece, Kyrgyzstan, Malta, North Macedonia, Norway, Republic of Moldova, Russian Federation, Serbia, Spain, Switzerland and Türkiye.

3. In addition, representatives of the following academic, private sector and civil society associations participated: the International Transport Forum (ITF) at the Organisation for Economic Co-operation and Development and the World Bicycle Industry Association.

4. The joint secretariat (secretariat) was represented by members of the ECE Environment and Sustainable Transport Divisions and WHO/Europe.

B. Opening of the session and adoption of the agenda

5. The Chair, Ms. Vigdis Ronning (Norway), welcomed participants and invited member States to engage in the meeting and in future activities implementing the Vienna Declaration (ECE/AC.21/2021/2/Add.1–EUCHP2018924/4.3.2/Add.1).

6. Senior ECE and WHO/Europe officials welcomed the participants and stressed the importance of the session of the Steering Committee in view of the ongoing work, including the development of the transport, health and environment strategy foreseen by the Vienna Declaration. They also invited member States to contribute to the discussions on the various agenda items.

7. The Steering Committee adopted the agenda for the meeting, as prepared by the secretariat in consultation with the Bureau of the Steering Committee (ECE/AC.21/SC/2022/1–EUCHP2219536/1.1/1).¹

C. Election of officers

8. At the nineteenth session of the Steering Committee (Geneva (hybrid), 27–28 October 2021), the Committee elected Mr. Eloïs Divol (Head, Strategic Review Unit, Ministry for the Ecological Transition of France) as incoming Chair of the twentieth session of the Steering Committee representing the transport sector.² Mr. Divol informed the secretariat that he was unable to attend the twentieth session, or to take up his post as Chair following his reassignment within the French administration. His successor had yet to be named and, according to the rules of procedure,³ would replace Mr. Divol as Chair during the period until the next session of the Steering Committee. Ms. Ronning, elected as Vice-Chair, agreed to act as Chair for the twentieth session of the Committee.

9. The Steering Committee elected Ms. Biljana Filipovic Dusic (Ministry of Environmental Protection of Serbia) as second Vice-Chair and incoming Chair for the twenty-first session, representing environment, in accordance with the amendment to the

¹ The meeting documentation, including presentations on THE PEP Partnerships and other agenda items, is available at <https://thepep.unece.org/events/twentieth-session-steering-committee-transport-health-and-environment-pan-european-programme>.

² ECE/AC.21/SC/2021/2–EUCHP2018924/4.1/2, para. 9.

³ See <https://thepep.unece.org/rules-procedure> and rule 14 of the Terms of Reference and Rules of Procedure of the Economic Commission for Europe (E/ECE/778/Rev.5).

rules of procedure of the Steering Committee adopted at its first session (Geneva, 10–11 April 2003)⁴ and amended at its eleventh session (Geneva, 27–28 November 2013).⁵

10. The Committee thanked Mr. Divol for all his hard work in his role as Vice-Chair, most notably his leadership of the ad hoc working group on the strategy and legal instruments. The Steering Committee also thanked Mr. Robert Thaler, who had completed his mandate as out-going Vice-Chair, and welcomed the election of Ms. Filipovic Dusic as incoming Chair.

11. No new Bureau members were elected in 2022.

12. The Committee adopted the report of its nineteenth session (ECE/AC.21/SC/2021/2–EUHP2018924/4.1/2).

II. Transport, Health and Environment: Including a Gender Perspective

13. The Chair introduced a seminar taking place within the Steering Committee’s session on “Transport, Health and Environment: Including a Gender Perspective”. The seminar was opened with a keynote speech by Ms. Gotelind Alber, a consultant on gender issues. The speech was followed by an ECE intern describing the outcome of a short survey on the topic, followed by Ms. Filipovic Dusic, speaking as a representative of Serbia, a speaker from the ECE Sustainable Transport Division and a representative of ITF.⁶

14. The secretariat had prepared a two-question survey on gender policies in transport.⁷ The two questions were broad and left much scope for member States’ responses. A common response had been to indicate a lack of data and research regarding the impact of gender in the concerned sectors. Furthermore, many member States had stated that they lacked the institutional capacity and experience of integrating specific gender considerations into policy.

15. The main elements touched upon during the seminar included:

(a) The fact that, in addition to gender mainstreaming (achieving gender equivalence), it was important to consider gender impact assessment (avoiding adverse impacts of policies, programmes and projects on gender equality, and maximizing positive effects). Considering whether policies adopted contributed to challenging male norms and privileges, or to overcoming gender stereotypes was also important;

(b) Gender balance in defining priorities and decision-making was helpful in tailoring more balanced policies, and in better assessing the impact of policies (e.g., who benefited from fiscal incentives to buy electric cars?);

(c) Gender biases could be also found in infrastructure design and planning of public spaces (for instance, how developed and safe walking and cycling infrastructure was, whether and how it was interconnected with public transport services);

(d) Serbia had specific provisions for the Ministry of Environmental Protection to carry out gender mainstreaming during the planning, management and implementation of environmental plans, projects and policies. That also included gender-responsive budgeting. A set of tools (toolbox) for gender mainstreaming into different sectoral policies and programmes had been created that could be further used and presented in other sectors. The main obligations arose from the Law on Gender Equality. The New Transport Strategy in Serbia considered gender in the transport sector through the [Gender Equality in Transport in Serbia](#)⁸ project supported by the World Bank;

⁴ ECE/AC.21/2003/6–EUR/03/5040828/6, para. 7.

⁵ ECE/AC.21/SC/2013/6–EUDCE1206040/1.9/SC11/6, para. 6.

⁶ Presentations made during the seminar are available at <https://thepep.unece.org/events/twentieth-session-steering-committee-transport-health-and-environment-pan-european-programme>.

⁷ The questions asked were: (1) Do you have any policies, plans, programmes or projects on transport, health and environment where gender has been integrated? Which ones?; and (2) What are the barriers and gaps in integrating gender?

⁸ Available at <https://docslib.org/doc/4892820/gender-equality-in-transport-in-serbia>.

(e) Different elements were to be considered when collecting data on transport and gender. One aspect to consider was the unit of measurement to be used, as considering distance travelled or number of trips made would provide different data on male and female behaviour. Women made more trips, which tended to be shorter, whereas men made more commuting trips, which tended to be longer;

(f) Travel surveys (not Big Data) were a crucial tool in understanding gender differences;

(g) ITF had experience in studies concerning gender in transport. The representative of ITF presented the “ITF Gender Analysis Toolkit for Transport”.⁹

16. The Chair thanked the presenters for their clear and complete presentations. On the basis of the discussion that followed, the Steering Committee:

(a) Mandated THE PEP to work further on gender mainstreaming in transport, health and environment;

(b) Decided to reflect the issue of gender and transport in the strategy under THE PEP;

(c) Asked the secretariat to insert one or more questions related to gender and transport in the questionnaire that member States were to complete every two years.

III. Outcome of the meeting on the occasion of the twentieth anniversary of the Transport, Health and Environment Pan-European Programme

17. The representative of France informed the Committee about the outcome of the meeting on the occasion of the twentieth anniversary of THE PEP, which had been held on 13 and 14 January 2022 at the invitation of the Government of France, and under the French presidency of the Council of the European Union.¹⁰ Due to the coronavirus disease (COVID-19) pandemic, the meeting had been held in a virtual format.

18. The meeting had attracted approximately 100 participants from ECE member States. The discussions, in four round tables, had resulted in the following conclusions:

(a) Public transport usage needed to be reinforced following the peak of the COVID-19 pandemic;

(b) The transition to electric mobility was feasible, if electricity was provided through decarbonized technologies;

(c) More vulnerable segments of the population needed to be supported during the transition of transport policies;

(d) Investment needs identified included: bicycle lanes, bicycle parking, and disincentives to car usage;

(e) Transport needs in rural and sparsely populated areas differed from those in cities. Infrastructure (including for walking and cycling) and public transport offers should be tailored to the needs identified.

19. The Steering Committee thanked the Government of France for having organized the event and the representative of France for the presentation.

⁹ Available at www.itf-oecd.org/itf-gender-analysis-toolkit-transport.

¹⁰ The presentation is available at <https://thepep.unece.org/events/twentieth-session-steering-committee-transport-health-and-environment-pan-european-programme>.

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

A. Strategy on transport, health and the environment

20. The Chair recalled the mandate received from the Fifth High-level Meeting of THE PEP (Vienna, 17–18 May 2021) to develop a comprehensive pan-European strategy on transport, health and the environment, for adoption in 2023¹¹ and that, at its nineteenth session, the Steering Committee had established an open-ended, ad hoc working group to work on the draft strategy.¹²

21. The secretariat reported on the outcomes of the three online meetings (29 March, 31 May and 28 September 2022) and on the decisions by the Bureau (23 June 2022) concerning the strategy. The reports of the first two meetings of the ad hoc working group had been made available as an official document (ECE/AC.21/SC/2022/9–EUHP2219536/1.1/9); the report of the third meeting was available as an informal document.¹³ Outcomes highlighted were that the group had:

(a) Developed an outline of the strategy,¹⁴ which had been discussed in several rounds;

(b) Decided that a consultant should be hired to assist in the work, and assessed possibilities for the financing of the consultancy. It had identified \$35,000 from the trust fund managed by ECE to pay for the cost of hiring a consultant;

(c) Reviewed terms of reference for the consultancy, and decided that a notice would be issued on the United Nations career website and circulated to members of the working group so that they might forward it to qualified candidates;

(d) Reviewed the draft outline and scope of the strategy and agreed that the strategy could be developed in the broader context of transport, health and environment, while THE PEP should be used as a guide on the scope;

(e) Decided to suggest to the Steering Committee that the date of adoption of the strategy be postponed, in view of the delay in hiring the consultant due to the geopolitical context;

(f) Proposed the new timeline by considering that the development of the strategy was linked to the preparation of a possible legal instrument, included the presentation of an advanced draft strategy in autumn 2023 and the initiation of work on a legal instrument in autumn 2023, while finalizing work on the strategy by autumn 2024. The working group could focus solely on the legal instrument after that and finalize it in 2025.

22. The secretariat reported on the completion of the selection process for a consultant. Also, it reported that the National Institute for Public Health and the Environment of the Netherlands – with the financial support of the Ministry of Infrastructure and Water Management of the Netherlands – was to support the group by organizing meetings, drafting agendas, collecting input and preparing meeting minutes.

23. Representatives of member States commented that:

(a) Rather than replicating the Vienna Declaration, the strategy should provide added value and scenarios for future actions considering the limited resources. The questions contained in the current outline of the strategy should be more detailed;

¹¹ ECE/AC.21/2021/5–EUHP2018924/4.3.5, workplan for the period 2021–2025, programme area 1.

¹² ECE/AC.21/SC/2021/2–EUHP2018924/4.1/2, para. 21 (a).

¹³ Available at <https://thepep.unep.org/sites/default/files/2022-10/draft%20minutes%20THE%20PEP%20meeting%2028.09.22%20Ad%20Hoc%20Group%20on%20strategy.pdf>.

¹⁴ See Outline of the Strategy on Transport, Health and Environment (ECE/AC.21/SC/2022/5–EUHP2219536/1.1/5).

(b) The strategy should have an action plan: if the action plan was to be developed by 2024, 2030 would be too short a timeline for implementation;

(c) The strategy should prioritize, among other things, transport, health and environment activities during emergency situations. Each country should develop some form of contingency plan on how to manage transportation during emergency situations;

(d) The Committee would need to decide on the type of legally binding status the strategy should have;

(e) The timeline of the strategy should be at least 10 years, until 2035. The action plan could be for 5 years;

(f) Resilience of transport in the context of energy supply needed to be considered, in particular given that electromobility was supposed to be one of the main solutions for the future.

24. The Steering Committee:

(a) Thanked the ad hoc working group on the strategy and legal instruments for its work so far and welcomed the hiring of a consultant to support the drafting of the strategy, as well as the support being provided to the working group by the National Institute for Public Health and the Environment of the Netherlands;

(b) Decided to modify the timeline for developing the strategy as suggested by the working group and agreed to the following: (i) the presentation of an advanced draft strategy in autumn 2023; (ii) the initiation of work on possible legal instruments in autumn 2023, and the finalization of work on the strategy by autumn 2024; and (iii) to only work on possible legal instruments thereafter for finalization in 2025;

(c) Agreed with the objectives and scope proposed by the working group and that the strategy could be developed in the broader context of transport, health and environment, while using THE PEP as a guide for the scope;

(d) Also agreed that the strategy might cover a period that extended beyond 2030, with a horizon of about 20 years, while the pathway for its implementation (or action plan) might be limited to 2030;

(e) Further agreed to include the need to be prepared to face emergency situations, for example, a pandemic, or in case of an energy supply shortage;

(f) Asked the working group to start work on the possible legal instrument once the first draft of the strategy was ready, and to continue working on both documents in parallel;

(g) Asked the secretariat to make available the draft strategy, as well as the reports of the ad-hoc working group, as official documents in the three official languages of ECE for the twenty-first session of the Steering Committee.

B. Communication activities

25. The Chair referred to the mandate received from the Vienna Declaration to develop a communication strategy to disseminate the results of THE PEP and to raise awareness among stakeholders and citizens. A representative of the secretariat, supported by a consultant, presented a draft communication strategy for THE PEP.¹⁵

26. Member States welcomed the content of the draft communication strategy and commented that:

¹⁵ The draft communication strategy was developed around three main objectives: (a) to ensure that THE PEP is visible and recognized for its role in work on healthy and sustainable transport; (b) to raise awareness of the benefits of sustainable and healthy transport; and (c) to support member States and policymakers in taking the right actions to advance sustainable transport and mobility in line with THE PEP objectives.

(a) The presentation provided a good overview of why THE PEP ideas had not been widely disseminated. The objectives might need further elaboration by, for example, identifying which stakeholders needed to be targeted by awareness-raising (e.g., all stakeholders at the national level, or the general population). In addition, the means of dissemination of knowledge and information might also need to be clarified (e.g., through communication campaigns or the website of THE PEP);

(b) One of the objectives of the draft strategy was understood to be the provision of scientific evidence in support of THE PEP. The objective should focus on the communication of scientific evidence in a clearer and more understandable way, rather than on the generation of such evidence;

(c) Scientific papers based on the Health Economic Assessment Tool (HEAT) could be a good way to promote THE PEP;

(d) It would be important to have a timeline for concluding, adopting and implementing the strategy. The draft should, among other things, set out which parts should be implemented and how, as well as the resources required;

(e) Social media recommended for use should be better defined and tailored to the preferences of different parts of the region;

(f) Good communication work could be done only if the product was good. Good products were an asset of THE PEP. Any communication strategy must communicate the achievements already attained, for example, the work under THE PEP Partnerships;

(g) The Partnership on Cycling Promotion¹⁶ was an example of a success story. A series of articles on the Pan-Europe Master Plan for Cycling Promotion could be written and shared widely;

(h) The website could be made more user-friendly. Loose or non-functioning links of THE PEP Clearing House should be repaired. THEPEP Partnerships would benefit from having an interactive web page to share knowledge;

(i) In THE PEP there were different audiences with different interests, including central authorities, populations, transport planners, as well as transport users and providers;

(j) The cost of the proposed activities would need to be covered if implementation were to be pursued. The Trust Fund could not currently cover that cost. Funding would be the most significant barrier to implementation of the communication strategy;

(k) The Clearing House – designed to allow scholars and practitioners to upload information – was not being used;

(l) The communication strategy should target national administrations, which faced challenges in communicating effectively about THE PEP, while also targeting the general public, civil society, non-governmental organizations (NGOs) and all other interested stakeholders. The two sides of the strategy would need different instruments and different kind of messages because of the various audiences;

(m) It would be good to know what THE PEP stood for in terms of branding. A slogan such as “THE PEP is active mobility” could be produced within the communication strategy;

(n) Raising awareness of THE PEP could also be done at the international, and subsequently the national or local, levels. In Serbia, for example, environment days included promotion of THE PEP. Raising visibility among neighbouring countries could be a starting point and could provide some initial results.

27. The Chair thanked the secretariat and the consultant for the presentation and member States for their comments. The Steering Committee:

(a) Agreed to provide written comments by 16 November 2022 to the draft communication strategy, to be shared by the secretariat;

¹⁶ Renamed the Partnership on Active Mobility.

(b) Requested the consultant, guided by the secretariat, to revise the draft based on the comments received during the current session and in writing, and to share the updated draft with the focal points by 16 November 2022;

(c) Requested the secretariat to finalize the strategy and to make it available to the next session of the Steering Committee as an official document in the three official languages of ECE;

(d) Thanked the secretariat for the work and information on the Vienna Declaration, as well as on the publications *THE PEP: Building Forward Better by Transforming to New, Clean, Safe, Healthy and Inclusive Mobility and Transport*¹⁷ and *Walking and Cycling: Latest Evidence to Support Policymaking and Practice*.¹⁸

C. Revised workplan for 2021–2025

28. The Chair invited the Committee to adopt the revised workplan for 2021–2025,¹⁹ based on the comments received at the nineteenth session of the Committee²⁰ and on comments made by the Bureau of the Steering Committee.

29. The Committee thanked the secretariat for the presentation of the revised workplan and made minor adjustments to the deadline of the strategy to reflect previous decisions and adopted the workplan.

D. Financial matters

30. The secretariat informed the Committee about the use of funds in 2022 and provided an outlook for planned expenditures in 2023 based on the programme of work.²¹

31. The Committee:

(a) Thanked the secretariat for the presentation on the receipt and use of financial contributions to THE PEP Trust Fund;

(b) Expressed concern at the declining availability of financial resources and encouraged its members to provide contributions, both financial and in-kind;

(c) Requested the secretariat to prepare a report on the status of THE PEP Trust Fund to be presented at its twenty-first session.

E. Programme of work for 2022–2023

32. The secretariat presented the draft programme of work for 2022–2023,²² showing work accomplished over the previous year, including through its implementation mechanisms. The secretariat also presented expected outputs for the forthcoming year.

33. The secretariat further suggested adjusting the time frame of subsequent programmes of work to cover the 12-month period between sessions of the Steering Committee, instead of a biennium.

34. The Steering Committee adopted the document and mandated the secretariat to prepare a similar document in the three official languages of ECE for the next session of the Steering Committee. Furthermore, the Committee agreed to adjust the time frame of subsequent programmes of work to cover the 12-month period between sessions.

¹⁷ N.p., World Health Organization (WHO), 2022.

¹⁸ Copenhagen, WHO Regional Office for Europe, 2022.

¹⁹ ECE/AC.21/SC/2022/7–EUHP2219536/1.1/7.

²⁰ ECE/AC.21/SC/2021/2–EUHP2018924/4.1/2, paras. 29–30 and 45.

²¹ ECE/AC.21/SC/2022/3–EUHP2219536/1.1/3.

²² ECE/AC.21/SC/2022/4–EUHP2219536/1.1/4.

F. Implementation mechanisms of the Transport, Health and Environment Pan-European Programme

35. Representatives of lead countries of the Partnerships took the floor to report on updates since the nineteenth session of the Steering Committee.²³

1. Partnership on Active Mobility

36. A representative of Austria recalled that, at its first meeting after the Fifth High-level Meeting (Dublin, 19–23 September 2022), the Partnership on Active Mobility had agreed to work separately on its two mandates: to implement the Pan-European Master Plan for Cycling Promotion and to develop a pan-European master plan on active mobility, which would include a pan-European master plan on walking.

37. The Steering Committee heard about the three meetings of the Partnership on the pan-European master plan on walking. At those meetings, the Partnership's members had agreed on the draft structure of the master plan, and its objectives. The members had also decided that the draft of the master plan should be concluded by the end of 2023. Negotiations would start in 2024, with a view to the adoption of the master plan in 2025.

38. On the implementation of the Pan-European Master Plan for Cycling Promotion, the Partnership's leader mentioned a cycling promotion tour from Vienna to Ljubljana, on the occasion of the Velo-City 2022: Cycling the Change conference (Ljubljana, 14–17 June 2022).²⁴ Throughout the tour, the riders had stopped in cities and regions to promote cooperation and raise awareness of THE PEP and the Pan-European Master Plan for Cycling Promotion.

39. Under the ECE Inland Transport Committee, and as part of the implementation of the Pan-European Master Plan for Cycling Promotion, a "Group of Experts on cycling infrastructure module" had been created to work on sustainable infrastructure and improve the regulatory framework for cycling. The Group of Experts was collecting data on national cycling networks in order to set up, based on national routes, an ECE regionwide cycling network. The Group of Experts was also elaborating definitions of various types of cycling infrastructure, as well as new road signs, in addition to existing signs of the 1968 Convention on Road Signs and Signals.

40. The Partnership was exploring options for new projects financed through European Territorial Cooperation funds to focus on better linking cycling, walking and public transport.

2. Partnership on Sustainable Tourism Mobility

41. The representative of Austria informed the Committee that the members of the Partnership on Sustainable Tourism Mobility had further defined the objectives of the Partnership and the activities and products that it would deliver in 2025.

42. The Partnership had also worked on the draft structure of its planned toolbox, and "fields of action" covered by the toolbox that would work as recommendations for improving sustainable tourism mobility.

3. Partnership on Eco-Driving

43. The representative of Austria reported on activities carried out by the Partnership on Eco-Driving, as well as on an international workshop (Berlin, 26–28 September 2022) at which experts and master trainers had discussed eco-driving with electric vehicles and mobile telephone applications supporting eco-driving.

²³ Whenever available, presentations were uploaded to the session's website:
<https://thepep.unece.org/events/twentieth-session-steering-committee-transport-health-and-environment-pan-european-programme>.

²⁴ See www.velo-city2022.com/en/WELCOME-TO-VELO-CITY-2022.html.

44. The Partnership had also organized two seminars for master bus driver trainers in Georgia (Tbilisi and Batumi, 18–25 July 2022), funded by the German Agency for International Cooperation. Results after the seminar had shown a 30 per cent decrease in diesel fuel consumption.

45. The Partnership was planning a follow-up to the international workshop, organized in Austria with new topics, and a new publication under THE PEP.

4. Partnership on Child- and Youth-friendly Mobility

46. The representative of Austria reported that the Partnership on Child- and Youth-friendly Mobility had discussed its priorities, goals and main objectives.

47. The Partnership planned to present a draft of the planned pan-European master plan on child- and youth-friendly mobility by the end of 2023, to allow negotiations to start in 2024. Sixteen ECE member States had participated in meetings of the Partnership. The Partnership's leaders invited other interested members to join.

5. Partnership on Health Economic Assessment Tools

48. The secretariat, leading on the Partnership on Health Economic Assessment Tools, informed the meeting that those working on the HEAT for cycling and walking²⁵ were considering introducing a module on electric bicycles. Additionally, the leaders of the Partnership were working on a new method and user guide on physical activity, air pollution, injuries and carbon impact assessments, which should be available by early 2023.

6. Partnership on Jobs in Green and Healthy Transport

49. A representative of the secretariat reported that France had contributed to the Trust Fund with a view to launching a new study on jobs in green and healthy transport, which would focus on sustainable urban logistics.

7. Adoption of Partnership descriptions

50. The Steering Committee adopted the description of the Partnership on Child- and Youth-friendly Mobility.

51. Additionally, the Steering Committee:

(a) Thanked the representative of Austria for the presentation of the activities of Partnerships on Active Mobility, Sustainable Tourism Mobility, Eco-driving and Child- and Youth-friendly Mobility;

(b) Expressed appreciation to Austria for the leading role it played in the Partnerships and to the representative of Austria, in particular, for his commitment to that work;

(c) Requested the secretariat to have the English-language version of the Guidelines for National Eco-driving Initiatives (ECE/AC.21/SC/2022/8–EUCHP2219536/1.1/8) translated into the other two official languages of ECE;

(d) Thanked the secretariat for its reports on the Partnerships on Jobs in Green and Healthy Transport and on HEAT;

(e) Thanked France for its leadership of the Partnership on Jobs in Green and Healthy Transport.

8. Relay races

52. The representative of Austria informed the Committee that his country was considering hosting a relay race workshop, possibly in April 2023. More information would be provided to the Steering Committee through the secretariat.

²⁵ See www.heatwalkingcycling.org/#homepage.

G. Monitoring progress in the implementation of the Transport, Health and Environment Pan-European Programme

53. The secretariat, with the support of a communication company, presented the questionnaire to be used for the survey to monitor the implementation of THE PEP. The questionnaire had been modified on the basis of comments received from members of the Committee and members of the Partnerships.²⁶ A pilot online survey had been run in September 2022, with replies received from representatives of France, Norway, the Republic of Moldova and Serbia. It had revealed glitches regarding compatibility with the WHO hosting system, and the communication company had suggested switching back to using a Word file for the survey to be launched in 2023.

54. The Committee discussed the draft questionnaire, the lessons learned from the pilot survey, and the proposed visualization tools presented. Issues raised included:

(a) The fact that the details and amount of information contained in the replies to the questionnaire would depend on the quality and degree of cooperation between the different ministries involved: the better the relationship, the easier it would be to obtain information. In some instances, central authorities did not collect or keep travel data and it would be good to involve municipalities in completing the questionnaire, or, at the very least, capitals, which could provide such data;

(b) The existence of a policy document on THE PEP and its implementation, adopted officially, would facilitate the collection by focal points of information from other ministries. If all the ministries concerned took part in the survey, it would increase the chance of obtaining the most complete information possible. THE PEP could also support member States in drafting a document making participation in the survey mandatory;

(c) Completing the questionnaire was a useful way for national administrations to review policies and verify their coherence, especially given that information on transport, health and environment was rarely collected together.

55. Representatives of Austria, Azerbaijan, Georgia, Malta, the Republic of Moldova and Serbia updated the Steering Committee on activities carried out in their countries on the implementation of THE PEP, including:

(a) Moves to reserve areas of major cities for cycling lanes;

(b) Promoting THE PEP and its policies in small towns. That approach had proved to be a good way to get things moving when promoting THE PEP policies was more difficult at central level; activities included creating an inventory of traffic and urban infrastructure and suggested safe routes for students;

(c) Making public transport free for all residents to encourage its use in a car-dominated economy;

(d) Reaching climate neutrality by 2040, co-financing of the extension of walking infrastructure and the implementation of a national master plan on walking;

(e) Increasing funds for walking and cycling, including e-cargo bikes and e-mobility;

(f) Creating new public transport lanes, which could also be used by cyclists and electric scooter users;

(g) Starting national communication campaigns for road safety with support from health insurance funds.

56. The Steering Committee:

(a) Thanked the secretariat and consultant for the presentation of the reporting mechanism;

²⁶ ECE/AC.21/SC/2022/6–EUCHP2219536/1.1/6.

- (b) Agreed that the questionnaire should be supplemented by questions related to gender;²⁷
- (c) Adopted the questionnaire (ECE/AC.21/SC/2022/6–EUCHP2219536/1.1/6) as amended in the session;
- (d) Requested the secretariat to conduct the survey for 2023 and present the results using the proposed visualization tools and as an official document in the three official languages of ECE to facilitate the sharing of good practices;
- (e) Thanked the representatives of Austria, Azerbaijan, Georgia, Malta, the Republic of Moldova and Serbia for their presentations on national activities related to THE PEP.

V. Strengthening synergies with other international organizations and processes

57. The secretariat reported on:

(a) Activities under the Inland Transport Committee, in particular the meetings of the Group of Experts on Cycling Infrastructure; activities under the World Bank-run Sustainable Mobility for All initiative; and the creation of an online e-learning platform on sustainable mobility and smart connectivity containing multiple courses, to which a course on THE PEP could be added;

(b) The side event “Sustainable Mobility for Sustainable Tourism”²⁸ to the Ninth Environment for Europe Ministerial Conference (Nicosia, 5–7 October 2022). The event had been held on 6 October under the patronage of the Ministry of the Environment of Czechia and in cooperation with: the Ministry of Tourism of Cyprus; the Federal Department of Economic Affairs, Education and Research of the State Secretariat for Economic Affairs of Switzerland; and the Cyprus Sustainable Tourism Initiative. The event had also provided an opportunity to advertise the Partnership on Sustainable Tourism Mobility;

(c) A seminar²⁹ within the “Bonn Dialogues” series (online, 3 June 2022) focused on walking and cycling had been organized on the occasion of World Bicycle Day, and in view of the Seventh Ministerial Conference on Environment and Health (Budapest, 5–7 July 2023). During the seminar, the secretariat had launched a publication entitled *Walking and Cycling: Latest Evidence to Support Policymaking and Practice*, prepared in the framework of THE PEP;

(d) The Seventh Ministerial Conference on Environment and Health would focus on how the triple crisis – environmental pollution, climate change and biodiversity loss and land degradation – would have an impact on health and how to overcome the gap between policies and actions. There was also a proposal that member States should launch European Environment and Health Process partnerships, based on the experience of THE PEP Partnerships. The secretariat asked participants to discuss the proposal domestically and

²⁷ The secretariat proposed the following additional questions on gender: (a) What policies, legislative acts or project plans, programmes or projects does your country have on transport, health and environment where gender has been integrated? Please name the source document(s) where this information appears. Provide a URL/weblink (if available); (b) What barriers is your country facing in integrating gender into the nexus of transport, health and environment? (c) What gaps is your country facing in integrating gender into the nexus of transport, health and environment? (d) What tools and mechanisms under THE PEP could support your country in better integrating gender into transport, health and environment? (e) What other international forums could THE PEP partner with to better support member States in integrating gender into transport, health and environment?

²⁸ See <https://thepep.unece.org/events/sustainable-mobility-sustainable-tourism-side-event-margins-ninth-environment-europe>.

²⁹ See www.who.int/europe/news-room/events/item/2022/06/03/default-calendar/bonn-dialogue-on-walking-and-cycling-for-green--healthy-and-sustainable-mobility.

inform the secretariat of any possible interest in contributing to the Ministerial Conference or organizing a side event.

58. Member States:

(a) Requested more information on the online training course developed by the ECE Sustainable Transport Division and on whether other parts on THE PEP could be included;

(b) Expressed the view that THE PEP should play a prominent role during the Seventh Ministerial Conference on Environment and Health, in the plenary session as well as in side events;

(c) Welcomed the interest that THE PEP Partnerships had raised and the fact that the Environment and Health Process might copy the approach. It would be important to avoid duplication of work and overlap of partnerships between the two programmes.

59. The Steering Committee thanked the secretariat for the information shared on events where THE PEP had been publicized and agreed to consider at its next session the possibility of preparing e-learning courses on THE PEP.

VI. Other business

60. No information was presented under the agenda item.

VII. Date and venue of the next session of the Steering Committee and of the next Bureau meetings

61. The Steering Committee:

(a) Took note of the dates of upcoming meetings under THE PEP of:

(i) The ad hoc working group, on 1 December 2022 (online);

(ii) The Bureau, with dates to be agreed among the Bureau members;

(iii) Partnerships, with the Partnerships on Active Mobility and on Sustainable Tourism Mobility meeting in the week of 23–27 January 2023 in the Netherlands, with an invitation extended to further countries;

(iv) Possible side event on THE PEP at the Seventh Ministerial Conference on Environment and Health.

(b) Mandated the secretariat to organize the twenty-first session of the Committee with interpretation and supporting official documents in the three official languages of the ECE as identified through the secretariat and the Bureau and through the regular budget of ECE;

(c) Took note of the dates of its twenty-first session, 23–25 October 2023, in Geneva;

(d) Requested the secretariat to prepare the report of the current session.

62. The Steering Committee adopted the decisions taken at the session, as read out by the secretariat.

63. The Chair thanked all member States for their support and activities within THE PEP. She also expressed her appreciation for the joint secretariat's efforts to support and facilitate THE PEP and the excellent preparation of the hybrid meeting of the Steering Committee.