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**ECONOMIC COMMISSION FOR EUROPE
WORLD HEALTH ORGANIZATION**
Regional Office for Europe
High-level Meeting on Transport, Environment and Health

**TRANSPORT, HEALTH AND ENVIRONMENT PAN-EUROPEAN PROGRAMME
(THE PEP)**

Adopted by the High-level Meeting

I. INTRODUCTION

1. This paper, prepared by the WHO/Euro and UNECE secretariats on the basis of discussions held by the Joint UNECE-WHO Ad Hoc Expert Group on Transport, Environment and Health, was adopted by the High-level Meeting on Transport, Environment and Health at its Second session (Geneva, 5 July 2002).

2. The paper presents the contents of a "Transport, Health and Environment Pan-European Programme" (THE PEP), consisting of: 1) Priority areas and actions for the tripartite work on transport, environment and health at the pan-European level; 2) Proposed institutional setting to carry out the work and 3) THE PEP Work Plan, outlining a number of specific and concrete activities which could serve as examples of how tangible progress could be made in the priority areas.

II. PRIORITY AREAS AND ACTIONS ON TRANSPORT, ENVIRONMENT AND HEALTH

3. The following priority areas and actions constitute the policy framework for THE PEP as adopted by the High-level Meeting, at its second session. They have been identified by the Joint UNECE-WHO Ad-Hoc Expert Group for carrying out tripartite work on transport, environment and health at the pan-European level, within the framework of the WHO and UNECE^{1/}).

(a) Integration of environmental and health aspects into transport policy

- (i) Further development, implementation and monitoring of national strategies or action plans for transport sustainable for health and the environment.
- (ii) Define and adopt environment and health targets, identification of indicators for monitoring of the implementation and of impacts, development of reporting mechanisms.
- (iii) Dissemination of information, good practices and capacity building.
- (iv) Development of institutional mechanisms for integration of the environment and health concerns into transport policies, with participation of health and environment sectors representatives in the decision making process at different levels.
- (v) Development and implementation of administrative, regulatory and financial instruments in the NIS/CEEC to stimulate and enforce the production and use of vehicles and fuels with improved environmental and safety performance

(b) Demand side management and modal shift

- (i) Elaboration of investment strategies influencing modal split towards sustainable transport.
- (ii) Development of measures influencing the modal split towards modes of transport, which are sustainable for health and the environment for both freight and passenger transport.
- (iii) Promotion of the elaboration of sustainable transport plans e.g. by large private and public enterprises as well as other organizations for both passenger and freight transport.
- (iv) Promotion, implementation and review of policies designed to internalize the health and environmental externalities (external costs) generated by transport activities.
- (v) Improving driver behaviour through large-scale introduction of “eco-driving” programmes, in-car feedback instruments, traffic management measures and measures to ensure respect for existing speed limits.

^{1/} As laid out in the background paper “Priority areas for the pan-European process on Transport, Environment and Health”.

(c) Urban transport

- (i) Establishment of a framework for the elaboration and implementation of urban plans for transport sustainable for health and the environment by agglomerations (urban and suburban) beyond a defined size.
- (ii) Further development of a common set of indicators for urban transport.
- (iii) Development of measures for promoting high quality and integrated public transport and reducing the need for, and volume of, car traffic.
- (iv) Development of measures for promoting and improving safe conditions of cycling and walking.
- (v) Special care for groups at high risk, in particular children.

(d) Cross-cutting issues

Cross-cutting issues to be taken into special consideration in the implementation of the plan include the specific needs of the NIS and South Eastern European countries, as well as issues related to ecologically particularly sensitive areas, as further specified in the background paper on “Priority areas” referred to above.

5. The implementation of the areas and actions listed above should build on and fully take into account related activities already under way or planned and progress achieved with a view to maximizing synergies, avoiding duplication of efforts, optimizing the use of resources and taking advantage of already accrued experiences and knowledge (such as those developed by the EU Cardiff process, and its Transport and Environment Reporting Mechanism (TERM), and by the OECD, ECMT and UNEP).

III. INSTITUTIONAL SETTING

6. The Programme implementation is under the responsibility of the Steering Committee, which operates under the authority of the High-level Meeting on Transport, Environment and Health. The Steering Committee will report on an annual basis to the WHO Regional Committee for Europe and the United Nations Economic Commission for Europe. It will inform the UNECE Inland Transport Committee and the Committee for Environmental Policy, which can make proposals, as appropriate. The European Environment and Health Committee (EEHC) will also be regularly informed of progress achieved with a view to reporting to the fourth Ministerial Conference on Environment and Health (Budapest, 2004).

7. The work plan will be implemented within the institutional setting established through streamlining and consolidating the existing mechanisms of the Vienna and London follow-up processes, in line with the joint secretariat proposal endorsed by the first High-level

Meeting^{2/}. As an outcome of the institutional rationalization, the Joint Meeting on Transport and the Environment (JMTE) and the London Charter Steering Group is replaced by a single international organ, i.e. a Steering Committee on Transport, Environment and Health. The Steering Committee constitutes the principal decision-making body for the WHO-UNECE activities on transport, environment and health, and is responsible for giving guidance and strategic directions to the Programme. It will also serve as a forum where activities in the Charter Plan of Action and Vienna Programme of Joint Action, which do not fall under the priorities established by THE PEP, can be reported on and taken note of. The Steering Committee will decide on its rules of procedure and method of work. Terms of Reference of the Steering Committee are attached^{3/}.

8. As regards the composition of the Steering Committee, in order to foster integration across the sectors and different parts of the region, the Steering Committee is open for participation of representatives of the three sectors within member States on an equal footing. Member States are free to nominate the national representative(s), as appropriate. The Steering Committee will liaise and co-operate closely with relevant UNECE principal subsidiary bodies (PSBs), WHO bodies, as well as intergovernmental organizations, such as UNEP, OECD, ECMT, EU and CEI and non-governmental organizations that are active in the fields of transport, environment and health.

9. The Steering Committee will meet on an annual basis and be assisted by a tripartite Bureau, consisting of nine to fifteen members elected by the Steering Committee and representing the three sectors and the different parts of the region on an equal footing. The Bureau would hold bi-annual meetings and be responsible for preparing the meetings, and for following-up on the decisions of the Steering Committee (e.g. including developing fund raising initiatives, preparing proposals for establishing partnerships, catalysing action, etc.). The chairmanship for the Committee's sessions will rotate between the three sectors. Each session will be chaired by a chair from one sector, with two vice-chairs representing the two other sectors. The chairmanship should be maintained between the sessions to represent the Committee and the Bureau.

10. The Steering Committee may establish ad hoc working groups, task forces and other bodies as needed to implement the concrete activities and dissolve them once their task is completed. The composition of these working groups/bodies will be established on an ad hoc basis, to ensure engagement of the most appropriate competencies needed for the work to be carried out, in the best interest of the effective implementation of the specific actions/task entrusted to the working groups/bodies. The setting up of these task-oriented bodies should ensure that progress be achieved without undue delay. The ad hoc bodies will report to the Steering Committee on a regular basis on the work done. The Steering Committee, the Bureau

^{2/} Conference Room Paper of 25 April 2001, "Rationalization of work at the international level in the fields of transport, environment and health", Note by the WHO/Euro and UNECE secretariats.

^{3/} Annex 3 to this paper.

and possible other bodies will be serviced by a joint ECE-WHO secretariat, to be supplemented with the appropriate staffing from the three sectors for this purpose.

11. The Steering Committee will promote, monitor, coordinate and facilitate the implementation of the Programme, including through its ad hoc bodies, according to an agreed timetable, with clear milestones, and should also have a mechanism to follow-up its implementation. It will report on its achievements and activities to member States at a High-level Meeting on Transport, Environment and Health, to be convened not later than 2007. In view of that, the Steering Committee will prepare an assessment of the progress made and on that basis propose new priorities and initiatives, if need be for adoption.

12. A network of national focal points on transport, environment and health will be established, taking into account the existing networks established under the Vienna and London follow-up processes, to facilitate contacts and coordination between the countries of the region and the sectors therein. Countries and groups of countries together with relevant international organizations are encouraged to undertake a lead actor role for implementation of the work plan, e.g. by leading the work of the above-mentioned task-forces/bodies. The NGO representatives may participate as observers in the work of the Steering Committee and of the possible task forces as decided upon by the Steering Committee. Partnerships between governments, local authorities, business community, NGOs and other interested stakeholders are also encouraged for implementation of the activities.

IV. OPERATIONAL CONSIDERATIONS FOR THE IMPLEMENTATION OF THE PRIORITIES

13. Effective implementation of THE PEP necessitates a combination of sound commitments, concrete and effective actions as well as sufficient means from all the actors involved.

14. The Programme needs to be backed up with a sufficient financial basis. This should be established through voluntary contributions from the Member States, international organizations and international financial institutions active in the areas of transport environment and health. The possibility of using existing funding sources and financing mechanisms should be made use of to the fullest extent possible. The availability of funds is also essential for ensuring adequate participation^{4/} of the representatives from the NIS and South Eastern European countries in the process as well as for carrying out specific activities within the Programme. Fund raising should be carried out in all three sectors participating in the cooperation.

^{4/} Eligibility to receive support to participate in meetings will follow the criteria adopted by the UNECE. Committee on Environmental Policies and by the WHO (based on GDP per capita).

15. Resources made available for the implementation of THE PEP could be earmarked for a given purpose through already existing mechanisms within the two organizations, such as UNECE trust funds and WHO ad-hoc allotments for voluntary donations. As an alternative, the possibility of establishing an "International Fund for Transport, Environment and Health", led by the tripartite Steering Committee on Transport, Environment and Health and participating financing institutions, and managed with the involvement of the joint WHO and UNECE secretariat could be explored.

16. For achieving results in the three priority areas, implementation of THE PEP will need to build, to the fullest extent possible, on progress already achieved and existing/planned initiatives. Given its complexity, a phased approach to its implementation should be considered, starting with the speedy delivery of two or three projects and/or actions for which international lead actors already exist.

17. A more detailed description of examples of possible initial actions to be carried out in the framework of THE PEP, as identified in the background paper "Priority areas for the pan-European process on Transport, Environment and Health", and of their cost estimates, is annexed to this paper.

Annex 1

**TRANSPORT, HEALTH AND ENVIRONMENT PAN-EUROPEAN PROGRAMME
(THE PEP)**

WORK PLAN

EXAMPLES OF POSSIBLE ACTIONS AND INITIAL ESTIMATES OF COSTS

***NB:** The initial cost estimates in this paper should be considered as indicative only, as they are based on calculations done by the WHO based on its estimates of the expected “marginal cost” of carrying out the activities described within the Organization. These costs should therefore be regarded as lower than those that would be applicable under normal “market conditions”. To a significant degree, costs can be covered with “in-kind” contributions, e.g. hosting meetings/workshops, providing facilities (e.g. for the summer school), expert input, etc. If the estimated costs cannot be covered, the implementation of the items has to be deferred or implemented in stages as decided by the Steering Committee.*

**I. INTEGRATION OF ENVIRONMENTAL AND HEALTH ASPECTS INTO
TRANSPORT POLICY**

**1. Further development, implementation and monitoring of national strategies
or action plans for transport sustainable for health and the environment.**

What has been done:

Work has been carried out at the international level to assist governments in the development of sustainable transport policies as well as national strategies towards environmentally sustainable transport (OECD, EST Guidelines; ECMT Ministerial discussions in 1997, 2000; IRU guide on sustainable development on road transport, UNCSD Session on Sustainable Transport, London Charter on Transport, Environment and Health, Vienna Plan of Joint Action on Transport, and Environment, WHO blueprint for National Environmental Health Action Plans). At the EU level, member States are committed under the Cardiff process to establish and report on strategies for integrating environment concerns into transport policy.

Examples of possible actions:

- Promote extension of the national strategies to include also health aspects
- Build further capacity in developing, implementing and monitoring these strategies, in particular in the countries where they are not yet in place or being implemented e.g. by organizing an international workshop for dissemination of information and exchange of experiences and best practices.

Initial estimates of costs:

International workshop: ca. US\$ 110,000 including costs of participation of representatives from eligible countries, rental of premises, preparation of background/training material; engagement of policy analysts, interpretation services (A potential host country should cover premises and interpretation costs)

Possible international partners: UNEP, EU, OECD, REC, CEI, ECMT, International financial institutions (IFIs)

2. Define and adopt environment and health targets, identification of indicators for monitoring of the implementation and of impacts, development of reporting mechanisms.

What has been done:

Targets for improving the environmental and health sustainability of transport have been agreed upon at the international level (including through international conventions, POJA, London Charter) and at the European Union level. Indicators for the integration of environmental concerns into transport policies have been developed by the EU (TERM) and by the OECD).

Examples of possible actions:

- Assist Member States in the establishment of national targets, and indicators for monitoring their attainment, with a focus on the CIS/NIS countries.
- Further develop the existing sets of indicators to include health aspects, building on the collaboration already existing between the WHO and EEA as well as to specific targets and indicators addressing the situation of CIS/NIS.
- Establish a region wide reporting mechanism/ Provide forum for reporting on the attainment of the targets.
- Request countries to collect a defined minimal set of data to improve the TERM mechanism, which currently lacks data on some key indicators.

Initial estimates of costs:

- *ca. US\$ 200,000 (to establish experts groups, carry out consultation and consensus meetings, identify and obtain relevant secondary data on usable format, define strategy for monitoring and consult stakeholders on its relevance, produce status report, disseminate indicators and status report).*
- *ca. US\$ 110,000 to launch the reporting mechanism at an international meeting.*

Possible international partners: EEA, EUROSTAT, UNEP, EU, OECD, ECMT, REC, CEI, IFIs

3. Dissemination of information, good practices and capacity building.

What has been done:

ECE, WHO, OECD, UNEP and ECMT are bringing together existing knowledge, developing methods and guidance and providing fora for dissemination, exchange of information and good practices through regular meetings as well as “ad-hoc” events (e.g. OECD Conference on Environmentally Sustainable Transport EST (Vienna, 2000)).

Examples of possible actions:

- Establishment of a web-based Clearing House on Transport, Environment and Health in English and in Russian, to be run jointly by the WHO, UNECE to ensure effective coverage of relevant scientific, methodological and policy aspects, wide dissemination of information and good practices, and maximize possible synergies with existing initiatives. Possible development of pilot as well as joint projects and establishment of mechanisms to facilitate the exchange of experience and cross-fertilization between the eastern and western parts of the region (e.g. through twinning projects, secondments, joint project management arrangements, multi-country/partners ventures, etc.).
- Possible development of training programmes (e.g. a summer school, thematic workshops, etc.) focusing on integration of health and environmental concerns in transport-related policies and institutional/administrative mechanisms.

Initial estimates of costs:

- *Clearing House: ca. US\$ 150,000 – 200,000 per year for the Clearing House, including dedicated staff, site update and maintenance, development of ad hoc documents/reviews (e.g. updates on evidence of health effects of transport), translation services.*

- *Summer school: ca. US\$ 300,000 to develop the course and implementing it in the first two years. Additional US\$ 100,000 per year for the following years. This would include ca. 40-50 participants from east/west countries from the three sectors to build capacity in integration of E&H concerns – The school would be run in Eastern/Central European countries and offer grants to participants from CEC/NIS.*

Possible international partners: UNEP, CEI, OECD, EU, ECMT, European Science Foundation, IFIs, REC, CEI

4. Development of institutional mechanisms for integration of the environment and health concerns into transport policies, with participation of health and environment sectors representatives in the decision making process at different levels.

What has been done:

The Cardiff process has contributed to the development of integrated decision-making mechanisms in the EU Member States with respect to transport and the environment sectors. At the international level, development and implementation of legal instruments on EIA/SEA and more recent development in the areas of HIA is particularly relevant. The soft-law promoting cross-sectoral integration include OECD EST, POJA and the London Charter.

Examples of possible actions:

- Review of existing institutional and administrative arrangements in place or under development to promote integration of transport, environment and health sectors at the decision-making as well as appraisal level to identify successful examples, which could be proposed as possible models of good practices and reference for developing similar arrangements at the national level.
- Dissemination of good practices and exchange of experiences through twinning projects, secondments.
- Continue the development of the WHO guidelines for integrated health impact assessment of transport policies.
- Further development of the OECD EST guidelines to include also health aspects.

Initial estimates of costs:

- *Review of institutional/administrative arrangements: ca. US\$ 180,000 (including critical analysis of arrangements, development of models, publication and dissemination of results at an international workshop).*

- *Further development of OECD ETS guidelines: ca. US\$ 50,000.*
- *Complete development of WHO guidelines for HIA of transport policies: ca. US\$ 400,000 (of which ca. US\$ 45,000 already made available by Switzerland).*

Possible international partners: UNEP, CEI, OECD, EU, ECMT, IFIs

5. Development and implementation of administrative, regulatory and financial instruments in the NIS/CEC to stimulate and enforce the production and use of vehicles and fuels with improved environmental and safety performance

What has been done:

Existing international requirements and standards regarding the environmental and safety performance of vehicles and fuels include UNECE regulations, EU AUTO/OIL process, etc.

Further progress in implementation of these requirements is needed in NIS and South Eastern European countries, involving in particular:

- development and introduction of appropriate legislative acts;
- making necessary changes in taxation systems;
- improvement of national systems of vehicles and fuel certification;
- harmonization of national fuel quality standards with those at the international level;
- enforcement of an effective system for fuel quality control at filling stations;
- development and improvement of national systems for environmental control of vehicles in use;
- introduction of national systems for scrappage and control of utilization of old vehicles.

Examples of possible actions

Facilitate and support the actions to be taken at the national level to implement the relevant international requirements, including by:

- sharing good practices and other knowledge and material developed elsewhere in region;
- providing international consulting;
- developing co-operative projects;
- providing training to experts from NIS and South Eastern countries, including through secondments.

Initial estimates of costs:

To a great extent the costs of the above actions are included in those related to the Clearing House, the summer school and other dissemination activities
Possible international partners: IFIs, UNEP, CEI, REC, OECD, EU, ECMT

II. DEMAND SIDE MANAGEMENT AND MODAL SHIFT

1. Elaboration of investment strategies influencing modal split towards sustainable transport

What has been done:

Key IFI's already require that transport-related projects be subject to an appraisal of their environmental impacts in order to be eligible for funds.

Examples of possible actions:

- General commitment to refocus both domestic investments and bilateral aid towards influencing the modal split.
- Work with IFI's reorienting their investment policies (in particular in CIS/NIS countries) for example by establishing a set of agreed criteria (including environmental and health impacts) against which transport-related projects applying for funds would be assessed as for their compatibility with environmental and health goals.
- Establishment of a special fund to support pilot projects towards such a reorientation in CIS/NIS countries.

Initial estimates of costs:

- *Work with IFIs: ca. US\$ 150,000 (including technical meetings, development of set of criteria, international meeting to launch the initiative)*
- *Special fund for pilot projects in CEC/NIS: ca. US\$ 250,000 per year*

Possible international partners: IFIs, UNEP, CEI, REC, OECD, EU, ECMT

2. Development of measures influencing the modal split towards modes of transport, which are sustainable for health and the environment for both freight and passenger transport

What has been done:

At the international level ECMT, OECD, UNECE, WHO as well as CEN and REC have promoted modal shift through workshops, projects, focusing in particular on urban areas. At

the EU level, the European Commission has issued relevant White and Green papers notably on Clean Urban Traffic and on Railway policy.

Examples of possible actions:

- Facilitation of the implementation of measures influencing the modal split, including both incentives and disincentives.
- Exchange of good practice, and training.
- Development of framework agreements ensuring that certain measures can (but do not have to) be introduced.
- Definition of the technical standards used in their implementation (i.e. technical standards for distance and performance-related charges or highway and congestion road pricing) and the
- Further development and implementation of methods to evaluate all the environmental and health impacts of transport.

Initial estimates of costs: To be further defined

Possible international partners: IFIs, UNEP, CEI, REC, OECD, EU, ECMT

3. Promotion of the elaboration of sustainable transport plans e.g. by large private and public enterprises as well as other organizations for both passenger and freight transport

What has been done:

Policies requiring the development of such plans have been developed by individual countries (e.g. Italy, the UK).

Examples of possible actions:

- Dissemination of information on existing policies, good practices (e.g. through the Clearing House, the summer school and other dissemination initiatives mentioned above).

Initial estimate of costs:

To a great extent dissemination costs are included in those related to the Clearing House and other dissemination initiatives

Possible international partners: IFIs, UNEP, CEI, REC, OECD, EU, ECMT

4. Promotion, implementation and review of policies designed to internalize the health and environmental externalities (external costs) generated by transport activities

What has been done:

A number of policy, economic and epidemiological studies at the regional and international level have indicated strategies and methods to improve estimates of the external costs of transport activities and to promote their internalization (e.g. numerous reports and recommendations of ECMT, the EU ExternE project, OECD EST project). The Austrian-French-Swiss case study on the costs of health impacts of traffic related air pollution developed under the London Charter framework led to revision of previous estimates of air pollution costs, and is now being extended to include also estimates of the costs of noise and decreased opportunities for walking and cycling. Experiences from countries in northern Europe have shown that, even if full knowledge of the external costs is not available, relatively simple price signals and environmental differentiation of existing charges may trigger considerable adjustments among the actors in the transport sector.

Examples of possible actions:

- Development of comprehensive guidance on methods and practical tools to estimate the costs and benefits of the health and environment consequences of transport decisions.
- Promoting progressive suppression of subsidies for polluting modes of transport.
- Promoting capacity building at all level on the appropriate introduction of these measures.
- Promoting measures for the internalization of external costs which are fiscally “neutral” i.e., either linked to a parallel reduction of other taxes, or directly paid back to the population or revenue “neutral” e.g. through differentiation of existing taxes or charges in order to promote environmentally sound alternatives.

Initial estimate of costs:

- *Development of guidelines for estimating the costs and benefits of health and environment consequences of transport decisions: ca. US\$ 450,000 To set up the expert group and scientific/editing core team, hold 5 meetings, develop guidelines, design and research projects, contribute towards pilot-testing of the methodology, and disseminate results, provide advisory service over a period of time. Resources for technical meetings would be partially covered through the continuation of the Austrian-French- Swiss collaboration, now being extended also to Sweden.*

- *Research on methodological questions: ca. US\$ 480,000 (To carry out valuation of health impacts not previously considered, and of aversive behaviours, pilot and evaluate guidelines).*

Possible international partners: IFIs, UNEP, CEI, REC, OECD, EU, ECMT

5. Improving driver behaviour through large-scale introduction of “eco-driving” programmes, in-car feedback instruments, traffic management measures and measures to ensure respect for existing speed limits

What has been done:

OECD EST project and related national transport scenarios include measures for improving driver behaviour and reducing vehicle speed. Relevant work has also been undertaken by ECMT and IEA. Obligation to install digital tachographs which will *inter alia* measure speed of commercial vehicles is being introduced in a UNECE legal instrument (AETR). At the EU level, the Joint Expert Group on Transport and Environment as well as the Working Group on Transport have looked into the emission reduction potential of improving driver behaviour *inter alia* through introduction of eco-driving and in-car fuel consumption feedback instruments. Current EC regulations on speed retarders in heavy-duty vehicles are being extended to medium and lightweight trucks. Finland, Netherlands, Sweden, Switzerland and the United Kingdom are among the countries that have taken steps towards wide-scale introduction of “eco-driving”. Some countries have also attempted to integrate road safety policies and environmental goals in setting up or reinforcing highway speed limit enforcement programmes.

Examples of possible actions:

- Promote the application of “eco-driving” methods in regular training schemes for driving licences.
- Encourage standard equipping of new cars with an on-board fuel consumption feedback instrument (e.g. on-board computers, econometers, fuels consumption meters) and driver support instruments such as cruise controls etc.
- Support retrofitting programmes for existing vehicles.
- Make available low-cost “eco-driving” training methods to licensed drivers, giving priority to professional drivers.
- Introduce or strengthen measures to ensure respect for existing speed limits.
- Build capacity of officials in charge of speed limit enforcement programmes through exchange of good practice, workshops etc.

Initial estimate of costs: To be further developed

Possible international partners: IFIs, UNEP, CEI, REC, OECD, EU, ECMT

III. URBAN AREAS

1. Establish the framework for the elaboration and implementation of urban plans for transport sustainable for health and the environment by agglomerations (urban and suburban) beyond a defined size

What has been done:

Plans for sustainable transport have been developed and are being implemented within the existing networks of cities (Sustainable cities/Healthy cities/Local Agenda 21, etc.). At the intergovernmental level, ECMT has carried out a series of workshops and seminars on specific subjects of urban transport, a survey of urban travel patterns and policy implementation of 168 cities, series of country reviews. WHO is developing guidelines for healthy urban and land use planning.

Examples of possible actions:

- Establishment of frameworks for setting up and implementing urban plans throughout the region.
- Further development and dissemination of WHO guidelines for healthy urban and land use planning.

Initial estimates of costs:

- *Dissemination of guidelines can be done through actions related to dissemination/capacity building mentioned above.*
- *Ca. US\$ 250,000 to carry out a policy analysis to identify successful elements for the establishment of these frameworks and possible models to be applied, plus organizing an international workshop involving national/local authorities and stakeholders.*

Possible international partners: ICLEI, Sustainable Cities and Towns Campaign, Healthy Cities, Car Free Cities, IFIs, UNEP, CEI, REC, OECD, EU, ECMT.

2. Develop further a common set of indicators for urban transport

What has been done:

The EU (TERM) and OECD have developed indicators that cover some aspects of urban transport. Several cities have adopted indicators based e.g. on Local Agenda 21, Healthy Cities sets of indicators, etc.

Examples of possible actions:

- Develop further a common set of indicators for urban transport for the Region covering: a. monitoring the implementation of the above-mentioned urban plans; b. benchmarking; c. reporting by local and regional authorities to their national authority.

Initial estimates of costs: ca. US\$ 450,000 to produce a review of existing indicators, identify gaps, develop a core-set, test them in a few cities, hold technical meetings with representatives from cities from the Region and launch the reporting system. Part of these costs could be covered by taking advantage from already on-going activities.

Possible international partners: ICLEI, Sustainable Cities and Towns Campaign, Healthy Cities, Car Free Cities, IFIs, UNEP, CEI, REC, OECD, EU, ECMT

3. Development of measures for promoting high quality and integrated public transport and reducing the need for, and volume of, car traffic

This item could, to a substantial extent, be covered by activities carried out as part of demand management and modal split (see above).

4. Development of measures for promoting public transport on the one hand and cycling and walking on the other hand

What has been done:

A number of awareness-raising initiatives are being carried out in many countries, under either international (e.g. EU Car Free Days), or national frameworks. Several research projects (e.g. ADONIS; WALCYING, INFFORM, etc.) have produced new knowledge about tools and policies that are effective at promoting public transport, walking and cycling. UNECE Governments have agreed on new definitions of “cycle track” and “cycle lane” which will be included in the 1968 Vienna Conventions on Road Traffic and on Road Signs and Signals. A new chapter on the safety of pedestrians has been approved for the UNECE Consolidated Resolution on Road Traffic.

Examples of possible actions:

- Further develop and extend to eastern European countries awareness raising activities/ dissemination of good practices.

- Promotion of cycling and walking to include also a focus on the health promoting effect of physical activity. The development of WHO Guidelines to carry out health impact assessment of transport policies on levels of walking and cycling and related health effects could form a basis to quantify these health effects and make them part of the cost-benefit/cost-effectiveness assessments of transport and land use policies at the urban level.

Initial estimates of costs:

- *The costs of dissemination of good practices and awareness raising activities could be partially covered under dissemination activities (e.g. Clearing House) mentioned above, as well as through synergies with already on-going activities (e.g. at the EU level).*
- *Ca. US\$ 120,000 for the development of WHO Guidelines for walking and cycling (ca. US\$ 45,000 already made available by Switzerland, other synergies possible with the set of workshops for economic valuation of the costs of health impacts of transport).*

Possible international partners: ICLEI, Sustainable Cities and Towns Campaign, Healthy Cities, Car Free Cities, Cities for Cyclists, UITP, ECF, IFIs, UNEP, CEI, REC, OECD, EU, ECMT

5. Special care for groups at high risk, in particular children

What has been done:

The 1997 Declaration of the Environmental Leaders of the Eight on Children's Environmental Health intensified their commitment to protect children's health from environmental hazards. The London Charter and London Conference Declaration identified children as a particularly vulnerable group to the impacts of environmental stressors (including from transport) on health, calling for actions to reduce their exposures to environmental hazards and injuries. A joint WHO EEA monograph on "Children's Health and the Environment" (2000) has summarized available evidence on environmental health priorities for European children. The Third Road Safety Week in the UNECE region (May 2000) was targeted at vulnerable road users, in particular children, the elderly, handicapped as well as pedestrians, cyclists, motorcyclists, etc. The Second Road Safety Week (April 1995) was devoted exclusively to young road users.

Examples of possible actions:

The 4th Ministerial Conference on Environment and Health “The Future for our Children” (Budapest 2004) will focus on Children and environmental health in the context of sustainable development. In view of that, specific actions in the following areas, focusing on the interaction between children’s mobility needs, transport policies and health effects could be considered and reported at the Conference:

- Promotion of road safety programmes specifically targeted at children.
- Development of opportunities for independent walking and cycling.
- Reduction of isolation and over-reliance on adult support for travel.
- Promotion of awareness raising programmes targeted at parents and educators, to increase knowledge about the health impacts of transport on children’s health.

Initial estimates of costs: to be further developed

Possible international partners: ICLEI, Sustainable Cities and Towns Campaign, Healthy Cities, Car Free Cities, Cities for Cyclists, UITP, ECF, IFIs, UNEP, CEI, REC, OECD, EU, ECMT, UNICEF, Safe Communities network.

IV. CROSS CUTTING ISSUES

Ecologically particularly sensitive areas

What has been done:

Substantial efforts have been made under the lead of Austria and Italy under POJA in identifying criteria to designate ecologically particularly sensitive areas. In particular, the Bressanone workshop on Trans-boundary pollution by traffic in the Alpine Region (February 2000) and the Eisenstadt Conference (March 2001) highlighted the importance of the issue of ecologically particularly sensitive areas. The elaboration of a catalogue of relevant criteria has provided a practical tool for assessing the ecological sensitivity of an area and led to the establishment of a task force and a joint pilot project with Hungary on the Neusiedler Lake/Fertő Tó region.

The Alpine Convention, the joint OECD/A/CH/F/I-EST Alpine project and the Swiss model of HVF/LSVA (a distance and emission-related charging system for heavy vehicles) are important contributions to promote sustainable transport in regions of high fragility.

Examples of possible actions:

Based on the progress achieved, further action should be undertaken to further assess transport-related environmental impacts on ecologically particularly sensitive areas with the aim of maintaining or bringing the human health and environmental impacts of transport below acceptable limits. The priority actions towards this end include the following:

- Identification and agreement on criteria to designate ecologically particularly sensitive areas.
- Development, implementation and monitoring of specific policies and subsequent measures, based on these agreed criteria, to protect these areas. Special focus should be given to measures to achieve a substantial modal shift towards transport modes sustainable for environment and health and effective transport demand management systems to reduce the environmental damage and health risk of road traffic, internalizing the higher external costs of transport and cross-financing of environmentally sustainable transport infrastructures in ecologically particularly sensitive areas.
- Further support cooperation for developing guidelines and measures including through research and pilot projects.

In carrying out the above actions, the Task Force established at the Eisenstadt Conference on Sensitive Areas to develop pilot projects to promote the implementation of the items above, should be made use of. Furthermore, the background paper of the Eisenstadt Conference should provide a basis for further elaboration of ecologically particularly sensitive areas.

Initial estimates of costs: To be further developed

Annex 2

SECRETARIAT SUPPORT FROM THE WHO AND UNECE

The joint WHO-UNECE secretariats will have to provide the following services, related to:

- Overall co-ordination of the work plan implementation and direct participation in the delivery of THE PEP, involving
 - establishment and maintenance of contacts with Member States, IGOs and NGOs,
 - organization of meetings,
 - preparation of background documents,
 - monitoring and reporting,
 - drafting of reports/ publications,
 - planning, setting-up of ad hoc working groups/task forces, identification of experts,
 - organization and follow-up of activities to be carried out by task forces/ working groups.
- Participation in dissemination activities to be organized to implement the programme as well in other intergovernmental *fora* and major scientific events.
- Participation in and contribution to fund raising activities.

Initial estimated cost: ca. US\$ 335,000/ year:

3 full-time professionals from the three sectors (ca. US\$ 85,000 /person/year):

US\$ 255,000/year

2 full-time administrative staff (ca. US\$ 40,000 /person/year): US\$ 80,000/year

Annex 3

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

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

- Promote and co-ordinate the implementation of THE PEP, ensuring co-ordination with other international activities and avoiding overlaps.
- Monitor progress of the implementation of THE PEP; prepare assessments/ reviews of progress made and propose new priorities/actions, if need be, for adoption by member States; identify issues and propose corrective measures, where appropriate.
- Liaise and cooperate closely with the relevant UNECE principal subsidiary bodies (PSBs), WHO bodies, as well as intergovernmental organizations, such as UNEP, OECD, ECMT, EU, CEI and non-governmental organizations that are active in the fields of transport, environment and health.
- Facilitate cross-sectoral co-ordination and international co-operation of public and private institutions.
- Establish ad hoc working groups, task forces and other bodies as needed to implement the activities agreed under THE PEP.
- Initiate proposals to identify funds for expected products, ensure products are timely and respond to needs, in particular with respect to results.
- Review and approve new proposals for action to be carried out within the framework of THE PEP implementation.
- Report to the WHO Regional Committee for Europe and to the UN Economic Commission for Europe, unless decided otherwise.

- Provide guidance on the need for the possible further development of existing or new instruments promoting transport sustainable for health and the environment.
 - Serve as a forum where activities implementing those items in the Charter Plan of Action and Vienna Programme of Joint Action which do not fall under the priorities established by THE PEP can be reported on and taken note of.
 - The Steering Committee will take decisions on a consensus basis.
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