


**Economic Commission for Europe**
**World Health Organization  
Regional Office for Europe**
**High-level Meeting on Transport, Health  
and Environment**
**Steering Committee of the Transport, Health  
and Environment Pan-European Programme**

**Seventeenth session**  
Geneva, 21–23 October 2019

**Report of the Steering Committee of the Transport,  
Health and Environment Pan-European Programme  
on its seventeenth session**
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## **I. Introduction**

1. The Steering Committee of the Transport, Health and Environment Pan-European Programme (THE PEP) held its seventeenth session from 21 to 23 October 2019 in Geneva.

### **A. Attendance**

2. Delegations from the following 21 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, Belarus, Belgium, Czechia, France, Georgia, Germany, Kyrgyzstan, Lithuania, Malta, Netherlands, North Macedonia, Norway, Republic of Moldova, Russian Federation, Serbia, Switzerland, Ukraine and Uzbekistan.

3. Representatives of WHO and the United Nations Environment Programme Europe Office were also present.

4. The European Environment Agency, the Regulatory Scrutiny Board of the European Commission and the Permanent Delegation of the European Union to the United Nations Office and other international organizations in Geneva were represented.

5. In addition, representatives of the private sector, civil society associations, academia and the following national and international bodies participated: the Union Cycliste Internationale and the Barcelona Institute for Global Health.

6. The following non-governmental organizations (NGOs) were represented: the International Road Transport Union and Polis Network.

7. 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 organizational matters**

8. Senior ECE and WHO managers welcomed the participants.

9. The Vice-Chair, Mr. Vadim Donchenko (Russian Federation), welcomed participants and highlighted the importance of the session in view of the Fifth High-level Meeting on Transport, Health and Environment. He agreed to chair the first day and the morning of the second day of the session, as the Chair, Mr. Robert Thaler (Austria), could not attend the entire session.

10. 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/2019/1–EUPCR1814179/2.1/THE PEP SC/1).<sup>1</sup>

11. The Committee elected Mr. Robert Thaler (Austria), representing the environment sector, as Chair on an exceptional basis, in order to enable him to continue in his coordinating role in view of the postponed Fifth High-level Meeting.

12. Furthermore, the Committee confirmed Ms. Vigdis Rønning (Norway), representing the health sector, as Vice-Chair, provisionally appointing her in-coming Chair for the Steering Committee's eighteenth session. In accordance with the amendment to the Rules of Procedure of the Steering Committee adopted at its eleventh session (Geneva, 27–29 November 2013), Mr. Vadim Donchenko was confirmed as Vice-Chair for the current session.

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<sup>1</sup> Information about the meeting, including a list of participants and meeting documentation, is available on the meeting web page: <https://thepep.unece.org/events/17th-meeting-pep-steering-committee-high-level-meeting-postponed>.

13. The Committee discussed the Bureau's composition and elected the following members of the Bureau:

(a) Transport sector: Mr. Donchenko, Mr. Julien Fernandez (France) and Mr. Matthias Rinderknecht (Switzerland);

(b) Health sector: Mr. François André (Belgium), Mr. Mihail Kochubovski (North Macedonia) and Ms. Rønning;

(c) Environment sector: Ms. Biljana Filipovic (Serbia), Mr. Mario Fruianu (Netherlands), Mr. Thaler and Ms. Nino Tkhilava (Georgia).

14. The Steering Committee thanked Mr. Ion Salaru (Republic of Moldova), who stepped down from his role as Bureau member, for his work in previous years. According to the Rules of Procedure of THE PEP, the Bureau might consist of up to 15 members. The Chair therefore invited member States to nominate additional Bureau members.

15. The Committee adopted the report of its sixteenth session (Geneva, 12–14 December 2018) and the report of the thirty-fourth meeting of the Bureau (ECE/AC.21/SC/2018/2–EUPCR1814179/2.1/SC16/2), together with the reports of the Bureau's thirty-fifth meeting (Valletta, 2–3 May 2019) – held in an open-ended format, as an extended Bureau – and thirty-sixth meeting (Bonn, Germany, 1–2 July 2019) (informal documents Nos. 1 and 2 respectively).

16. Given the extensive discussions at the Steering Committee and the additional Bureau meetings in 2019, no additional Bureau meeting was held back-to-back with the seventeenth session of the Steering Committee.

## **II. Workshop on key challenges faced by the pan-European region in transport, health and environment**

17. As agreed at the thirty-sixth session of the Bureau, the current session of the Steering Committee would begin with an interactive panel discussion on key challenges faced by the pan-European region in transport, health and environment, as identified in the draft Vienna declaration (ECE/AC.21/SC/2019/3–EUPCR1814179/2.1/THE PEP SC/3), rather than THE PEP Symposium.

18. The following panellists took part in the interactive panel discussion:

(a) Ms. Filipovic, Assistant Minister for International Cooperation and European Union Integration, Ministry of Environmental Protection, Serbia;

(b) Mr. Andreas Kopp, Principal Adviser, Member of the Regulatory Scrutiny Board, European Commission;

(c) Mr. Andreas Unterstaller, Transport and Environment Expert, European Environment Agency;

(d) Mr. Mark Nieuwenhuijsen, Director of the Urban Planning, Environment and Health Initiative, Barcelona Institute for Global Health.

19. The interactive panel discussion addressed the challenges identified in the draft Vienna declaration. The panellists were invited to reflect on those challenges in the light of their experience and expertise.

20. The panellists discussed the current situation on transport, health and environment in the ECE region. In particular, they highlighted the following:

(a) The fact that, throughout the ECE region, urbanization was a growing trend. The transport sector had increased its impact on air quality in recent years and was the sector in which air pollution was rising every year;

(b) Within the European Union, 20 per cent of greenhouse gas emissions came from land transport;

(c) Land transport also resulted in biodiversity loss and land take in the region. Data from the European Environment Agency indicated that only 10 per cent of the region had low land fragmentation and that small proportion was mainly because of geographical obstacles (mountains, lakes, etc.);

(d) A transition to environmentally friendly and healthy sustainable mobility was needed as soon as possible, but countries and people needed to be supported. Providing information on why a transition was needed and of what it would consist could be one means to provide such support;

(e) Those sections of society having difficulty in making the transition needed greatest support;

(f) Member States, when driving the transition, needed to ensure that the transport sector remained inclusive. Furthermore, they needed to consider the legacy of past transport policies that had enabled car ownership and use – representing a major financial investment – and had promoted the ideal of houses on the outskirts of cities.

21. The panellists and the participants identified elements that hampered or promoted sustainable mobility, as grouped in key areas:

(a) The policy and institutional framework:

(i) Experiences from member States showed that multisectoral, systemic approaches were needed to tackle current problems, bringing together urban and transport planners, environmentalists, green-space managers and public-health professionals to address issues related to environmentally friendly and healthy sustainable mobility;

(ii) Different ministries needed to work together at the national level and involve a wide range of stakeholders, such as NGOs, the private sector and academia;

(iii) Member States needed to ensure that enough resources were distributed at the local level to ensure implementation of policies;

(iv) Member States participating in international forums such as THE PEP or the European Landscape Convention of the Council of Europe benefited from exchanging good practices;

(b) Motivating behavioural change:

(i) If choices were made by individuals, the transition to sustainable transport would be difficult. Therefore, the promotion of behavioural change should be one of the first elements to be considered;

(ii) Behavioural change could be promoted through financial measures redistributing benefits to those parts of the population more affected by environmental taxes;

(iii) Redistributing resources collected through fiscal policies could be challenging. Member States were invited to exchange experiences of successful and less successful fiscal policies implemented and redistribution of resources collected through those policies;

(iv) The transition should be gradual and involve many stakeholders. Member States should consider all stakeholders when formulating policies;

(c) The policy framework for integrating transport and urban planning:

(i) Experience had shown that poor transport and urban planning were strongly correlated with morbidity and mortality. A move away from car-centric cities towards greener, more compact cities with mixed land use, more walking and cycling infrastructure, less air pollution and noise, fewer heat islands and more public and active transportation, could further improve cardiovascular health and reduce morbidity and mortality;

- (ii) Because every city was different and no single measure fitted all, planners needed to consider different elements in their work; for instance, the geography of a city, its model for economic development and its history;
- (iii) Some models, such as car-free superblocks (groups of streets where traffic had been reduced to close to zero, with the space formerly occupied by cars given over to pedestrians and play areas) in Barcelona, Spain, that could prevent hundreds of premature deaths every year. Superblock schemes were proving useful, but should be implemented keeping in mind that they need to:
  - Have the right density and should not be an excuse to build skyscrapers.
  - Have the right mix of use, including workplaces, residential areas, shops and schools.
  - Include connections within the superblock and with the rest of the city.
- (iv) National and regional authorities needed to bear in mind connectivity between large cities and neighbouring rural areas;
- (v) Accessibility should remain one of the keywords for sustainable urban and transport planning. Sustainable urban and transport planning must enable access at a lower cost to the environment and human health;
- (d) Enablers to promote the integration of transport and urban planning:
  - (i) Planning the right road infrastructure was essential. Investing in car infrastructure would result in more people using cars. Good cycling infrastructure would promote more cycling;
  - (ii) Electric cars, while having a positive impact on air quality and traffic noise, would not solve other issues, such as road congestion and sedentariness. The source of the electricity used to power electric cars must also be considered;
  - (iii) Technical elements of vehicles and their engines needed to be regularly inspected to ensure that cities had fleets of vehicles that were in good condition;
  - (iv) In several countries with economies in transition, ensuring that vehicle fleets were of good quality was difficult because many old cars were imported from other countries with more developed economies;
  - (v) Banning cars from cities and city centres could be a difficult decision. One possible alternative was to introduce financial costs for the use of polluting cars. The revenue generated could be used to finance the transition towards cleaner mobility;
  - (vi) Financial mechanisms could also be used to discourage individual mobility by individual vehicles with combustion engines not only in cities, but also in suburban areas. Cooperation between cities and mobility organizations could support an increase in the share of public transport and active mobility. Part of the policy could also be to ensure lower costs for users of public transport.

### **III. Preparations for the Fifth High-level Meeting on Transport, Health and Environment**

22. The Chair of the Steering Committee recalled that the Fourth High-level Meeting on Transport, Health and Environment (Paris, 14–16 April 2014) had decided to convene a Fifth High-level Meeting no later than 2020 (ECE/AC.21/2014/2–EUDCE1408105/1.6/4HLM/2, annex, para. 22). The Chair informed the Steering Committee that the thirty-sixth meeting of the Bureau had agreed to the request of the Government of Austria to postpone the Fifth High-level Meeting to 2020 in view of the political situation in the host country and of the need for new elections. The Chair noted that the decision was still in line with the Paris Declaration statement to hold the Fifth High-level Meeting no later than in 2020 (informal document No. 2, paras. 9–10). The secretariat explained that the thirty-sixth meeting of the Bureau of THE PEP had marked the start of the preparations for the Fifth High-level Meeting

in 2020 and that the seventeenth session of THE PEP Steering Committee would continue the preparations.

#### **A. Preparatory process towards the Fifth High-level Meeting (Vienna 2020)**

23. Given the announcement of the postponement of the Fifth High-level Meeting, the representative of Austria proposed 26 and 27 November 2020 as the new dates for the Meeting. The High-level Meeting would be preceded on 25 November 2020 by a special session of the Steering Committee. The Steering Committee adopted the proposed dates.

24. The Committee asked the secretariat to send save-the-date letters to member States as soon as possible.

25. The Committee initiated a discussion on possible speakers to be invited to the High-level Meeting to ensure that there would be a mix of member States, industry and civil society in order to maximize participation and outcomes. It asked member States to consider further possible keynote speakers and participants to the High-level Meeting and to send suggestions to the secretariat.

26. The Committee discussed the need for additional preparatory meetings to be held during 2020 to finalize preparations for the High-level Meeting. The Committee requested that at least two meetings be held during the year for that purpose and that interpretation be provided for the meetings. The secretariat confirmed that a meeting room had been reserved from 29 June to 1 July 2020 at WHO headquarters in Geneva, if needed. The Chair asked that interpretation also be provided at any meeting to be held on those dates. The secretariat explained that it would explore the possibility of interpretation for all meetings but noted that, currently, there were no interpretation quotas available for most of 2020. The Committee asked that member States consider hosting the preparatory meetings and that proposals be sent to the secretariat as soon as possible. Representatives of Belarus, Belgium, Georgia, the Netherlands and Serbia stated that they would consider hosting one of the meetings.

#### **B. Draft programme of the Fifth High-level Meeting**

27. The Chair presented the draft programme for the Fifth High-level Meeting and its main items, based on the new schedule (informal document No. 4). The Committee acknowledged the new programme and looked forward to working on its finalization in the coming months.

#### **C. Side events at the Fifth High-level Meeting**

28. The representative of Austria presented the planned process and time slots available for side events at the High-level Meeting. Polis Network expressed an interest in organizing a side event. The secretariat explained that it had received expressions of interest from several other entities in relation to potential side events.

29. The Committee asked the secretariat, in partnership with the host country, to set deadlines for the presentation of proposals for side events. Once proposals had been received, the secretariat, in partnership with the host country, would proceed to evaluate them and assign time slots where available.

#### **D. Draft declaration of the Fifth High-level Meeting**

30. The Steering Committee discussed the draft Vienna declaration for the High-level Meeting, as amended by country representatives at the various extended Bureau meetings in 2019 and available in the three ECE languages.

31. The Steering Committee revised the draft declaration, welcoming the fact that most of the square brackets had been lifted, leaving only a small number of areas that still needed to be agreed. The areas for further negotiation included:

- (a) The preambular description of the major challenges;
- (b) Two bracketed elements within the part entitled “Our vision”;
- (c) One bracketed element (about national targets) within the part entitled “Paving the way for healthy and active mobility in the pan-European region”.

32. In conclusion, the Steering Committee:

- (a) Thanked delegates for their work and asked member States, led by the Bureau, to continue negotiations on the outstanding elements at meetings in 2020;
- (b) Requested the Bureau, with the support of the secretariat, to further develop the paragraph related to the creation of a legal instrument on THE PEP;
- (c) Requested that the declaration be finalized well before the High-level Meeting, in order to ensure that it would be available in its definitive form in the three official languages of ECE.

33. A brief discussion was held on annex I, on challenges, opportunities and vision, mainly in conjunction with the discussion on the main text. Annex I would be aligned with the challenges to be set out in the preamble.

34. The representative of Austria presented the draft pan-European master plan for cycling promotion (ECE/AC.21/SC/2019/6–EUPCR1814179/2.1/THE PEP SC/6), which was to be included as annex II to the Vienna declaration. The Committee continued the discussion that had been initiated at the thirty-sixth meeting of the Bureau on the development of national targets with the general goal of increasing cycling (informal document No. 2, paras. 29–33). Several member States expressed concern about developing such targets, but it was agreed that countries should be encouraged to do so where possible. If member States could not set national targets, the Partnership could recommend targets in line with ECE transport statistics.

35. Furthermore, the representative of Austria informed the Steering Committee that THE PEP Partnership on Cycling had held a virtual meeting to discuss different options concerning the definition of baseline data for 2020. Following that meeting, the representative of Austria had presented a plan on how to compile statistics based on telephone survey data. That approach would cost \$75,000–\$150,000 and member States might wish to contribute to the cost of preparing the survey.

36. The Committee took note of the presentation made by the representative of Austria, welcomed the analysis undertaken and asked member States to consider funding the survey once a detailed concept note had been developed.

37. The representative of Austria announced that the Austrian Federal Ministry for Sustainability and Tourism was working on a new project on cycling along the Danube River, for which European Union funding would be sought.

38. A draft workplan for THE PEP for the period 2020–2025 had been prepared by the Bureau with the support of the secretariat (ECE/AC.21/SC/2019/7–EUPCR1814179/2.1/THE PEP SC/7). The secretariat presented the draft workplan and highlighted that many areas remained to be completed and some could only be so once the declaration had been completed. In addition, the document needed to be completed once commitments had been received from member States to lead the activities included in the workplan.

39. The Committee noted that the workplan could not be included within the declaration in its current form and asked member States to make proposals to the secretariat on areas that they would like the workplan to cover. Such proposals were to be sent to the secretariat before the end of December 2019.



## **E. Other expected outputs to be launched at the Fifth High-level Meeting**

### **1. Managed mobility**

40. The secretariat presented the study on mobility management and its executive summary (ECE/AC.21/SC/2019/9–EUPCR1814179/2.1/THE PEP SC/9). The secretariat explained how, following the completion of the study, its contents had been coordinated with those of the “UNECE Handbook on Sustainable Transport and Urban Planning” to ensure that any overlap between the two publications was minimized.

41. The Committee welcomed the study and endorsed its publication subject to any comments received by 31 October 2019. The Committee decided that the current planned publication “Implementation of the Paris Declaration of the Fourth High-level Meeting on Transport” should be replaced by the publication “Mobility management: A guide of international good practices” (informal document No. 10), as the latter document was in line with the requirements for the implementation of the declaration of the Fourth High-Level meeting. The Committee agreed that, subject to available funding, work in that area should continue and should focus not only on good practices but also on areas where mobility management schemes had not worked. The role of Sustainable Urban Mobility Plans and the guidelines being prepared in that area by the European Commission should be borne in mind.

### **2. Study on jobs in green and healthy transport**

42. The Committee recalled that, following two initial phases of the work of the Partnership on Jobs in Green and Healthy Transport, the International Labour Organization (ILO) had begun preparing a third phase study assessing specific scenarios for future changes in jobs in green and healthy transport (ECE/AC.21/SC/2017/2–EUPCR1612201/4.4/SC15/2, paras. 68–74). In order to finalize the study, a Partnership meeting had been held in Paris, 4 February 2019. The secretariat, on behalf of ILO, presented the study on jobs in green and healthy transport and its executive summary (ECE/AC.21/SC/2019/8–EUPCR1814179/2.1/THE PEP SC/8).

43. The Committee welcomed the study and endorsed its publication subject to any comments received by 31 October 2019. The Committee decided that the current planned publication “Implementation of the Paris Declaration of the Fourth High-level Meeting on Transport, Health and Environment: Towards Vienna 2019” should be replaced by the publication “Jobs in green and healthy transport: Making the green shift”, which should be made available in all official languages of ECE (600 copies in English, 200 in French and 200 in Russian) as it was one of the key tools in implementing the Paris Declaration of the Fourth High-level Meeting of THE PEP. The Committee agreed that, subject to available funding, work in that area should continue in the framework of the Partnership on Jobs in Green and Healthy Transport, possibly going into more detail and exploring other scenarios, such as the impact of automation.

### **3. Handbook on Sustainable Transport and Urban Planning**

44. The Committee was informed about progress in the finalization of the “Handbook on Sustainable Transport and Urban Planning” following discussions at the extended Bureau sessions in 2019, as well as a dedicated partnership workshop in Geneva in May 2019 and a subsequent partnership discussion held during the session of the Working Party on Trends and Economics in September 2019.

45. The Committee agreed on the format and content of the conclusions and recommendations of the Handbook to be included in the draft declaration. The Committee welcomed the study and endorsed its publication subject to any comments received by 31 October 2019. The Committee decided that the title of the current planned publication “Promoting active urban mobility (on the road to the Fifth High-level Ministerial Meeting of THE PEP)” should be changed to “A Handbook on sustainable urban mobility and spatial planning: Promoting active mobility”, and that it should be made available in all official languages of ECE (100 copies in English, 30 in French and 300 in Russian) as it was to be launched at the Fifth High Level Ministerial Meeting of THE PEP taking place in Vienna in

autumn 2020. The Committee also requested that the work in that area continue, with the inclusion of the area within the workplan.

46. A representative of the European Environment Agency presented a preview of the 2019 report of the Transport and Environment Reporting Mechanism on the topic of “The first and last mile: Key to sustainable urban transport”. The Steering Committee welcomed the presentation and expressed its wish for further cooperation with the European Environment Agency.

## **F. Facts and figures brochure**

47. The Steering Committee reiterated the importance of preparing a facts and figures brochure for the High-level Meeting. Given the postponement of the High-level Meeting, the Committee noted that, subject to available resources, there were new opportunities for more ambitious work to be accomplished before the event and decided to prepare a facts and figures brochure for the High-level Meeting. At the thirty-sixth meeting of the Bureau meeting, the Netherlands had expressed a desire to lead and provide resources for the development of such a brochure (informal document No. 2, para. 48). The secretariat presented informal document No. 3 highlighting objectives, the organization of work and the timeline for the preparation of the brochure. Several members of the Bureau expressed support for the preparation of the brochure.

48. The Steering Committee welcomed the information provided and supported the preparation of the brochure on the major topics related to transport, health and environment as one of the outcomes of the High-level Meeting. It was emphasized that the brochure should be short, visually attractive, easily understandable and aimed at a wide range of target groups, notably senior-level policymakers. The Steering Committee requested the Netherlands – as the lead country – and the Bureau to ensure, to the extent possible, that information and data from the entire ECE region be included in the brochure. Furthermore, it echoed the Bureau in stating that it was essential that key experts be involved in the drafting of the brochure. The Steering Committee asked member States to propose possible experts to be involved in the preparation of the brochure and to suggest possible roles for the selected experts. It also asked member States to consider providing funding for the preparation of the brochure.

## **IV. Implementing the Paris Declaration**

49. The Committee received updated information on progress on the implementation mechanisms not presented under the previous agenda items.

### **A. National transport, health and environment action plans**

50. The representative of Serbia reported on the development of a national transport, health and environment action plan, focusing on the region around Belgrade and in particular on a visit to France by a Serbian delegation to understand how France had developed its national action plan. She expressed appreciation for the kind hospitality offered by France and the information shared, and proposed holding a similar event in Serbia in the near future. The representative of France reiterated that the meeting had been a success and offered to host similar meetings in the future.

51. The representative of Serbia announced that her country could host a preparatory meeting for the High-level Meeting, back-to-back with a meeting of South-Eastern Europe’s Regional Cooperation Council in spring 2020.

52. Representatives of other member States provided updates on national processes linking the transport, health and environment sectors.

## **B. Relay-race workshops**

53. The representative of the Russian Federation reported on a relay-race workshop held in Kazan in September 2019. The Steering Committee thanked the Vice-Chair for his report and the city of Kazan for hosting the workshop and requested the secretariat to support member States in restoring the relay-race “baton”.

## **C. Partnerships**

54. Updates on the Partnerships on Cycling Promotion, Jobs in Green and Healthy Transport and the Integration of Transport, Health and Environmental Objectives into Urban and Spatial Planning were provided when discussing the preparations for the Fifth High-level Meeting. The secretariat announced that the publication *THE PEP Partnerships* had been published and was currently available on THE PEP website.<sup>2</sup>

### **1. Transdanube Partnership**

55. The Chair outlined the role and activities of the TRANSDANUBE Partnership, including the concluding event organized in May 2019, also attended by THE PEP secretariat. The partnership aimed to contribute to the development of the Danube region by providing socially fair, economically viable, environmentally friendly and health promoting mobility for visitors to and inhabitants of the region.

56. At its thirty-sixth session, the Bureau had welcomed the outcomes of the Partnership and noted that the associated “Transdanube.Pearls - Network for Sustainable Mobility along the Danube” project could serve as a model for other regions. The Bureau had also expressed interest in having follow-up projects focusing on further development of the mobility system established by the project (informal document No. 2, paras. 70–72).

57. The Steering Committee echoed the Bureau’s comments and welcomed the outcomes of the project and the potential follow-up. It encouraged other stakeholders to pursue similar projects.

### **2. Partnership on Eco-Driving**

58. The representative of Austria updated the Steering Committee on progress in the Partnership on Eco-Driving and on the development of a related publication to be released at the High-level Meeting. The Steering Committee welcomed developments in the preparation of the publication and expressed its eagerness to review the final version before the High-level meeting.

### **3. Partnership on Health Economic Assessment Tools**

59. The secretariat updated the Committee on Partnership on Health Economic Assessment Tools work related to walking and cycling, in particular: WHO/Europe continued to organize webinars on the health economic assessment tool; a chapter on the tool would be included in a book being prepared on transport and health; and the Pan American Health Organization planned to support exploratory work to develop new modules for bike rental schemes and electric vehicles – should the results of that initial work be promising, those new features would become part of the formal health economic assessment tool.

60. The secretariat stressed that the Partnership on Health Economic Assessment Tools project was open-ended; it would be updated and new modules would be developed in line with new scientific developments and according to member States’ needs. The secretariat reminded the Committee that a publication entitled *Health economic assessment tool (HEAT)*

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<sup>2</sup> United Nations publication, Sales No. E.19.II.E.14.

*for walking and for cycling: Methods and user guide on physical activity, air pollution, injuries and carbon impact assessments* was available in English, French and German.<sup>3</sup>

61. The Steering Committee welcomed the presentation, hailing the health economic assessment tool project as another success story for THE PEP.

## **D. Academy**

62. The secretariat introduced informal document No. 5 on implemented and proposed activities for THE PEP Academy. The document focused on: progress achieved to date, in particular, the establishment of bilateral collaboration between French and Russian academic institutions and the development of a range of tools, guides and briefs that provided an overview of the most relevant environmental health challenges for the region; and major challenges for the implementation of THE PEP Academy's key activities to link science, policy and practice and to strengthen member States' integrated policymaking capacities.

63. The secretariat further informed the Committee that the WHO European Centre for Environment and Health had established the Environment and Health School in Bonn, Germany. The School would be opened in October/November 2019, with the aim of testing its format and structure and receiving first-hand feedback from participants on future priority areas. The representative of the Russian Federation emphasised that there was a strong need for the involvement of the transport sector in the School.

64. The representatives of France and the Russian Federation reported on progress regarding a cooperative training course on transport and land-use planning. The Vice-Chair noted that the work of THE PEP Academy had somewhat stalled and that the initiative was too important to not be pursued further. Further work in that area needed to be done and should focus on ensuring that there was a fully integrated three-sector approach. A "THE PEP Award" would also help the Academy develop further.

65. The Chair thanked France and the Russian Federation for their support in developing the Academy, acknowledging the importance of THE PEP Academy in developing knowledge, especially for young people.

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

### **A. Monitoring progress in the implementation of the Priority Goals**

66. The secretariat introduced informal document No. 6 on the state of national implementation of THE PEP, in particular, the main developments, challenges and enabling factors based on replies to an annual questionnaire for the period 2011–2018. The document contained analysis of the questionnaire as the main monitoring mechanism and a review of what had been seen in recent years. The secretariat highlighted that, while the questionnaire had been a valuable mechanism in evaluating the implementation of THE PEP by the member States at the national level, it had been a voluntary exercise and had, therefore, received an uneven response. The questionnaire had highlighted the differences between countries in relation to the availability of funds, professional capacity, political support and tools. Furthermore, there had been a bias in the answers towards those countries that were more actively involved in THE PEP activities. The secretariat asked that member States consider that point when deciding on future steps in relation to monitoring progress in implementing THE PEP.

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<sup>3</sup> World Health Organization Regional Office for Europe (Copenhagen, 2017). Available at [www.euro.who.int/en/publications/abstracts/health-economic-assessment-tool-heat-for-walking-and-for-cycling.-methods-and-user-guide-on-physical-activity,-air-pollution,-injuries-and-carbon-impact-assessments-2017](http://www.euro.who.int/en/publications/abstracts/health-economic-assessment-tool-heat-for-walking-and-for-cycling.-methods-and-user-guide-on-physical-activity,-air-pollution,-injuries-and-carbon-impact-assessments-2017).

67. The Steering Committee noted the status quo on monitoring progress in the implementation of the Priority Goals and suggested presenting the overview to the High-level Meeting. It also suggested that a mid-term review be carried out in 2022 of the outcomes of the High-level Meeting, to coincide with the twentieth anniversary of THE PEP. The Committee recommended that any ongoing monitoring should only be carried out in the run-up to a High-level Meeting or mid-term review.

## **B. Communication strategy**

68. As part of its annual activities, the Steering Committee reviewed the proposed communication activities for 2020 (informal document No. 7) focusing on promoting the Fifth High-level Meeting, raising awareness of THE PEP and enhancing synergies among all partners. The Steering Committee welcomed the document and invited member States to consider and suggest innovative approaches to raising the visibility of the Fifth High-level Meeting as a key international event, addressing transport, health and environment challenges in the pan-European region, targeting a broad audience and attracting political support from member States.

69. The secretariat subsequently presented informal document No. 8, which contained the outline of a brochure provisionally entitled “From Paris to Vienna”. The brochure would focus on the role of THE PEP in the implementation of environmentally friendly, economically viable, socially fair and healthy mobility across Europe.

70. The Steering Committee welcomed the planned communication activities and invited member States to actively engage in, consider and propose platforms/events and innovative ways to disseminate information and make THE PEP and its achievements more visible. The Committee was further invited to consider supporting some of the activities, either financially or through an in-kind contribution.

## **C. Programme of work for the period 2019–2020**

71. The secretariat presented the draft programme of work for 2019–2020 (ECE/AC.21/SC/2019/4–EUPCR1814179/2.1/THE PEP SC/4), highlighting the approach previously adopted for the sixteenth session of the Steering Committee, under which planned activities had been mapped against the Sustainable Development Goals of the 2030 Agenda for Sustainable Development.

72. The Steering Committee:

(a) Welcomed the continuation of the approach of mapping activities under the programme of work against the Sustainable Development Goals and recommended its continuation;

(b) Noted that the number of meetings for 2020 would have to change to reflect its earlier decision to hold at least two preparatory meetings.

73. The Steering Committee adopted the document as amended. It also requested the secretariat to prepare the agenda, the reports of the seventeenth and eighteenth sessions of the Steering Committee and up to five background documents for the next Steering Committee meeting, to be held in conjunction with the High-level Meeting, as well as the official documents for the Fifth High-level Meeting.

## **D. Financial matters**

74. The secretariat informed the Steering Committee of the amount and use of extrabudgetary funds made available to ECE and WHO/Europe in 2019 (ECE/AC.21/SC/2019/5–EUPCR1814179/2.1/THE PEP SC/5).

75. The Steering Committee thanked Austria, the Netherlands, Norway and Switzerland for their financial contributions and pledges and all participating member States for their in-

kind contributions to THE PEP, without which the outcomes achieved to date would not have been possible.

76. The secretariat explained that THE PEP trust fund was in a very difficult position, with very few contributions having been received in 2019 to date, and consequently proposed the following actions to ensure the Programme's continued viability:

(a) No travel for the secretariat other than to Bureau meetings and Steering Committee sessions (including drafting meetings, High-level Meeting preparatory meetings and relay-race workshops, unless paid for by the organizers);

(b) Funding of participation of member States would be limited to one Bureau meeting and one Steering Committee meeting;

(c) No additional studies or publications unless there was a separate budget allocation for them.

77. The Steering Committee expressed concern about the current situation of the trust fund and the likely impact on activities and the involvement of countries with economies in transition. The Committee urged members of the Steering Committee to support the Bureau in identifying additional resources and to commit to providing financial contributions. The Steering Committee also asked that, in future, in-kind contributions to THE PEP also be identified.

78. The Steering Committee requested the secretariat to keep it updated on the financial position of the fund at the eighteenth session of the Steering Committee and to insert into the 2020–2025 workplan the need to finance activities to implement the workplan and to indicate all member States responsible for related actions.

## **E. Strengthening synergies with other international organizations and processes**

79. The representative of Armenia, in her role as Chair of the European Environment and Health Task Force, updated the Steering Committee on the European Environment and Health Process. The secretariat informed the Steering Committee of several events at which THE PEP had been discussed. The Steering Committee welcomed the visibility given to THE PEP at those events.

## **VI. Other business**

80. No other business was raised.

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

81. The Steering Committee was informed that, if there were no member States willing to host it, the next Bureau meeting would be held at WHO headquarters in Geneva from 29 June to 1 July 2020. The secretariat would explore the possibility of obtaining interpretation for the meeting. The Steering Committee thanked Belarus, Belgium, Georgia, the Netherlands and Serbia for offering to host possible additional meetings in their capitals in the run-up to the Fifth High-level Meeting.

82. The Committee asked the secretariat, in consultation with the Bureau, to produce a report of its seventeenth session.

83. The Chair thanked all member States for their support and activities within THE PEP. He also expressed his appreciation for the joint secretariat's efforts to support and facilitate THE PEP and the excellent preparation of the Steering Committee.