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

Geneva, 14 and 15 November 2012

Item 7 (c) of the provisional agenda

**Implementing the Amsterdam Declaration:
THE PEP Partnership****The Transport, Health and Environment Pan-European
Programme (THE PEP) Partnership****Note by the secretariat****I. Background**

1. In 2009 at the Third High-level Meeting on Transport, Health and Environment held in Amsterdam, consensus was reached among ministers in the United Nations Economic Commission for Europe (ECE) region to develop a partnership as one of the mechanisms for achieving the four priority goals of the Transport, Health and Environment Pan-European Programme (THE PEP) in the period 2009–2014. THE PEP Partnership was officially adopted as part of the Amsterdam Declaration, the outcome document for the meeting (ECE/AC.21/2009/2–EUR/09/5086385/2, annex I, para. 8).¹

2. At its eighth session, the Steering Committee of THE PEP adopted draft terms of reference for THE PEP Partnership (ECE/AC.21/SC/2010/3–EUDHP1003944/7.1/SC8/3).² The Committee continued its discussion on the Partnership with a view to developing tools

¹ Available from
<http://www.unece.org/fileadmin/DAM/thepep/en/hlm/documents/2009/ece.ac21.2009.2.e.pdf>.

² Available from
<http://www.unece.org/fileadmin/DAM/thepep/en/committee/documents/2010/ece.ac.21.sc.2010.3.e.pdf>.

(e.g., THE PEP Toolbox and the health economic assessment tools (HEAT) for walking and cycling) and thematic guidance documents.

3. The Partnership would serve three main purposes:

(a) To provide THE PEP with an effective mechanism to support the implementation of its workplan in aspects related to the development of tools and methods, as well as to provide technical capacity to support member States in the implementation of THE PEP at the national level;

(b) To strengthen ownership among potential partners (including member States, as well as international financial institutions, non-governmental and intergovernmental organizations and relevant academic and technical institutions) that would be closely involved in the work to be carried out under the umbrella of the Partnership;

(c) To provide a more solid and sustainable basis for human and financial resources made available for the implementation of THE PEP workplan at the national and international levels, thereby overcoming one of the key weaknesses of THE PEP.³

4. The main activities of the Partnership are:

(a) Developing guidance, methods, tools and training packages for integrated approaches to policymaking in transport, health and environment;

(b) Providing technical assistance at the national and subnational level for the development, implementation and evaluation of integrated policy approaches and the implementation of developed guidance, methods and tools, such as guidance on national transport, health and environment action plans, in particular in countries of Eastern Europe, the Caucasus and Central Asia and in South-Eastern Europe;

(c) Fostering capacity-building, training and the exchange of know-how and expertise, with a focus on the needs of countries of Eastern Europe, the Caucasus and Central Asia and in South-Eastern Europe;

(d) Developing supportive material and promoting research and the dissemination of results in areas addressed by the relay race (“staffette”);

(e) International advocacy and cooperation;

(f) Information-sharing and dissemination and increased visibility of THE PEP.

5. The Partnership coordinates its activities in close contact with other international governmental and non-governmental organizations and cooperates with international financial and donor organizations that provide funds for programmes and projects related to topics relevant for the implementation of THE PEP activities and the Amsterdam Declaration.

6. The Partnership encourages collaborations between the public and private sectors and their involvement in implementation of activities in line with its programme of work. It also fosters cooperation with educational institutions to enhance capacity-building activities in areas relevant to the achievement of sustainable and healthy transport.

³ See also United Nations Economic Commission for Europe and World Health Organization, *The Pan-European Programme on Transport, Health and Environment: assessment and progress made* (Geneva and Copenhagen, 2008), available from <http://www.thepep.org/en/publications/THEPEP.assessment.en.pdf>.

II. Progress on activities under THE PEP Partnership

7. Various THE PEP Partnerships and related activities have been launched and developed with the support of member States, the European Union, ECE and the World Health Organization Regional Office for Europe, as well as experts in the appropriate fields. The most recent progress is summarized below.

A. Green and healthy jobs in transport

8. As requested by the Committee at its eighth session, the Bureau and the secretariat developed a brochure on the outcomes of THE PEP 2010 Symposium on green and healthy jobs in transport and presented it to the Seventh “Environment for Europe” Ministerial Conference, held in Astana in September 2011, giving new impetus to THE PEP Partnership. Following the launch of THE PEP Partnership project on green and healthy jobs in transport, the further development and quantification of the economic scope of green and healthy jobs in transport is planned. A proposal for a report on the topic will be submitted for consideration by the Committee at its tenth meeting (informal document No. 5).

B. TRANSDANUBE

9. Under the leadership of Austria, and using the network of THE PEP focal points in countries bordering the Danube River, a successful Partnership has been established on sustainable mobility management and eco-friendly tourism along the Danube River. The consortium’s proposal to the European Union has been accepted and implementation of the project has started. The TRANSDANUBE initiative contributes to both THE PEP Partnership and the European Union Danube Strategy.

C. Pocket guidebook on financing mechanisms in Europe

10. At its ninth session, the Committee considered a draft pocket guidebook on financing mechanisms in Europe in support of THE PEP-related goals. Following the suggestions of the Committee and the Bureau, the guidebook has been updated to:

- (a) Reflect the most recent developments that have taken place in the field, including a forward-looking note on the development of the new programmes;
- (b) Improve its user-friendliness by introducing an orientation table to facilitate the retrieval of documents (overview matrix);
- (c) Focus on the instruments that would be of greatest relevance for the scope of THE PEP.

11. An updated version of the guidebook will be presented to the Committee for its review. It will be then made available to all members of the Committee in electronic format.

D. Health economic assessment tools for walking and cycling

12. THE PEP has been instrumental in the development of practical tools for integrating transport, health and environment, such as the booklet on integrated policymaking and HEAT for walking and cycling. The latter was originally launched in 2008 for cycling only

and through a partnership of member States in THE PEP. It provides an easy to use tool for estimating the economic value of the impact of specific levels of walking or cycling on mortality. The partnership behind HEAT has been enlarged since its original launch and now comprises Austria, Switzerland, the United Kingdom of Great Britain and Northern Ireland and the European Commission. Further work was carried out to improve the tool and increase its use in practice. In 2011 and 2012, the usability and applicability of HEAT has been improved by, among others:

- (a) Adding a module on walking (in addition to the one on cycling);
- (b) Converting it into a publicly accessible website;
- (c) Adding more information, explanation and guidance;
- (d) Publishing the methodology guide in English.

13. Next steps in the development of HEAT include the provision of an offline version, exploring the possibilities of adding further modules to improve and increase the scope of the impact assessment also beyond health (i.e., impact on carbon dioxide emissions) and translation of HEAT and the methodology guide to French, German, Spanish, Finnish and Russian.

E. Inventory of regulations and practices in signs and signals for cyclists and pedestrians

14. A representative of France will inform the Committee of progress made by the Ministry of Ecology, Sustainable Development and Energy, the French ministry in charge of transport, in establishing, through a questionnaire, an inventory of regulations and practices in signs and signals for cyclists and pedestrians. The questionnaire, developed by the French scientific and research agency CERTU, aims to collect data on regulations, signs and practices in EU member States for active transport, including markings and sign-postings used by police, in tourism and other services.
