

Item 6 (c) of the provisional agenda

**Managing and implementing the Transport, Health and Environment Pan-European Programme: Monitoring progress in implementing the priority goals**

*Prepared by the Secretariat*

**I. Background and introduction**

1. Since 2002, the Transport, Health and Environment Pan-European Programme (THE PEP), jointly operating under the Environment and Sustainable Transport Divisions of the United Nations Economic Commission for Europe (UNECE) and World Health Organization Regional Office for Europe, has been providing a unique intersectoral policy platform to the 56 member States of the region with the aim of supporting countries to achieve clean, safe, and healthy transport and mobility.
2. By engaging transport, health and environment sectors on an equal footing THE PEP aims to support governments to better understand the complexity and interdependence of the effects that sectoral policies have on health and the environment and to offer policy options that maximize health gains and environmental protection while ensuring safe, efficient and equitable access to services, goods, amenities, jobs and education.
3. The milestones of the process — High-Level Meetings, taking place every five-six years – – provide a high-level platform for stakeholders to discuss, decide on and join in efforts ensuring that policy objectives are achieved sustainably across the ECE and WHO/Europe.
4. How effective is the implementation of THE PEP, what is the progress made by the member States at the national level toward the attainment of THE PEP Priority Goals and the commitments taken at the High Level Meetings – to answer these questions THE PEP Secretariat conducted a questionnaire-based survey among the member States in 2011-2018.
5. The 17th session of the Steering Committee considered the overview of the implementation of THE PEP Priority Goals in 2011-2018 and suggested presenting it to the Fifth High-level Meeting on Transport, Health and Environment. 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.
6. The current document aims to briefly evaluate the results of the survey presented to the 17th session of the Steering Committee and to open the discussion on how to move forward with the monitoring of the implementation of the new work plan that will emerge from the HLM.

**II. Assessment of the policy response**

7. In total, 31 countries have completed the questionnaire at least once during the period 2011-2018<sup>1</sup> (responding countries represented the whole UNECE–WHO European Region).
8. The sector distribution of respondent countries gave a good picture of the intersectoral cooperation. While the environment and health were the leading sectors for reporting THE

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<sup>1</sup> Reports from 2011-2018 are available at: <https://thepep.unece.org/index.php/monitoring-implementation>

PEP's implementation, the transport sector remained less active in providing responses to the questionnaire as well as in participating in the activities of THE PEP.

9. All respondent countries every year demonstrated their commitment towards addressing THE PEP Priority Goals by reporting on concrete measures in national and local governments for transforming to environment-and health-friendly transport and mobility.

10. Despite the above, many countries and cities in the region are still facing challenges in their efforts to limit the use of private cars, improve public transport systems, and perceive active modes of transport as fully-fledged as complementary to other modes.

11. The member States regularly emphasized the positive role of THE PEP in promoting governments and policymakers at national and local levels to maintain health and environment concerns high on the political agenda and to support stronger collaboration between transport, health and environment with the aim of embracing the use of intersectoral approaches.

12. Among the main successes of THE PEP, member States listed the following concrete actions (in order of frequency):

- a. Organising international conferences, promoting collaboration between the member States and sharing best practices and knowledge about the preventive intersectoral actions on environment-related health impacts of transport in light of the latest scientific developments and evidence
- b. Disseminating knowledge on tools, guides and briefs providing an overview of the most relevant environmental health challenges for European regions and presenting solution mechanisms and opportunities for action on assessing and responding to these challenges
- c. Elaborating and implementing awareness-raising programs for the promotion of public transport and active mobility and encouraging the implementation of new projects and policies promoting green and healthy transport.

13. Along with advantages and benefits obtained through THE PEP, member States annually identified the main challenges for stimulating national action and for achieving the priority goals of THE PEP. The summary of these challenges are listed below (in order of frequency):

- a. Non-binding nature of THE PEP
- b. Absence of financial mechanisms to support the implementation of THE PEP at the national level and a limited national capacity to adequately respond to THE PEP recommendations
- c. The lack of cooperation and communication between THE PEP's relevant sectors, missing coordination bodies and a lack of involvement of municipalities in THE PEP process
- d. Language barriers.

14. In response to the above-mentioned challenges, member States identified the following recommendations for further strengthening THE PEP:

- a. Enhancing and strengthening THE PEP implementation mechanisms

- b. Defining financial support mechanism and promoting access to international funding options e.g. EU funds, IFIs
- c. Strengthening the capacity building efforts for the member States in the implementation of THE PEP at the national level
- d. Continuing and further strengthening the exchange of knowledge and good practices through workshops, seminars and online webinars at national, sub-regional and international level
- e. Defining and implementing activities for raising awareness and motivating national authorities
- f. Enhancing the visibility of THE PEP by demonstrating the positive results of the integration of transport, health and environmental sectors and by focusing on THE PEP role in achieving SDGs
- g. Developing and implementing country-specific and sub-regional projects
- h. Translating relevant documents and tools to national languages to lower language barriers.

### **III. The way forward**

15. In 2011-2018 the electronic questionnaire remained a valuable mechanism in evaluating the implementation of THE PEP by the member States at the national level.

16. The urban environments have been further evolving bringing many opportunities as well as important challenges, which need to be addressed urgently through integrated policies.

17. The COVID-19 pandemic posed a global risk and has shown the need to strengthen overall preparedness for disasters and global crises in every sector, including transport, however, the pandemic also provided an opportunity to reflect the lessons learned and to stimulate a broader re-thinking of transport systems that are healthier, more equitable, effective and resilient.

18. The Fifth High-level Meeting on Transport, Health and Environment to be held in 2021 is going to reflect on these challenges and adopt a number of key policy documents, including the Principles of Green and Healthy Sustainable Transport; Pan-European Master Plan for Cycling Promotion; Policy Recommendations for Eco-driving, etc.

19. Implementation of recommendations of these documents will greatly help countries to attain the goals and objectives of THE PEP and to achieve safe, healthy and resilient transport systems.

20. In view of the necessity to continue monitoring the implementation of THE PEP, the Steering Committee may wish to agree on what reporting mechanisms to apply after 5HLM taking into account the respective pros and cons. Below are two possible options:

- a. A reporting based on a questionnaire survey - the same reporting mechanism as before but using the modified questionnaire to cover the above-mentioned new elements and recommendations to be adopted by the Vienna Declaration. This reporting mechanism will allow member States to describe in analytical terms

- experiences and challenges, but will not make it possible to draw international comparisons and have some “objective” data.
- b. A reporting based on a set of agreed indicators that would correspond to the main commitments taken by the Vienna Declaration. These could be based to the extent possible on internationally available data sets. The advantages of this option is that there would be international comparability, however, the main problem is that some of the key indicators and their associated variables are not readily available with good regional coverage.
21. In the past, member States did not favour the indicator-based reporting due to its complexity, however, in light of new commitments, the necessity of the measurement of progress toward concrete objectives (for example, the objectives of the masterplan on cycling promotion), might arise.
22. Apart from the evaluation of the implementation, it is important that the online survey allows countries to provide a clear analysis of the countries’ needs and main challenges in the implementation of THE PEP.
23. Another aspect underlined by the member States several times was to ensure that the means of the survey is user-friendly, easy to understand and organised and worded in a way to encourage respondents to provide accurate, unbiased and complete information.
24. The Steering Committee is invited to consider the new commitments to be adopted at the 5HLM, and decide what to propose to the High-level Meeting as the next steps for further monitoring the implementation of THE PEP.
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