

Item 7 (a) of the provisional agenda

Implementing the Amsterdam Declaration

National Transport, Health and Environment Action Plans

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1. The NTHEAP manual intends to assist policy-makers and planners in the European Region in developing national transport, health and environment action plans (NTHEAP). It is primarily aimed at representatives of government ministries as well as sub-national/local authorities that are concerned with making land transport (with a focus on urban transport) more environmentally sustainable and health friendly. The manual will highlight how a NTHEAP can be developed in several different ways, including being integrated in existing plans or strategies. It is also informed by earlier work to develop national action plans on environment and health and aims to highlight how to make cost-effective use of existing mechanisms, plans and programmes.

2. At its tenth session, the Steering Committee of THE PEP approved the 3rd draft of the manual on developing National Transport, Health and Environment Action Plans¹ and the plan for an external technical review process. The manual is one of the background documents for the 4HLM.

3. In summer 2013, the secretariat conducted a formal reviewing process with technical experts experienced in the field of the development of intersectoral action plans.

4. Based on the received feedback and on information provided by the Member States of THE PEP through the annual questionnaires on implementing THE PEP and the Amsterdam Declaration (from 2011 to 2013), the reviewers have proposed to introduce changes and additions to the draft manual. These have been collated by Leda Nemer, consultant, and are summarized here below.

¹ Developing national action plans on transport, health and environment: A step-by-step manual for policy-makers and planners (WHO, 2012), available at:
http://www.unece.org/fileadmin/DAM/thepep/documents/2012/Informal_document_no._4_-_Draft_NTHEAP_manual.pdf

NTHEAP manual expert review – Update

This document provides an update of the NTHEAP expert review process and initial outcomes. The review took place in two phases:

- i) **Expert review** with input from professionals working on transport, health and environment with a specific focus on:
 - overall scope and purpose of document
 - overall gaps/completeness
 - gaps in process described with steps (ie. 1 - Planning, 2 - development, 3 - implementation and 4 - monitoring, evaluation and improvement)
 - specific input on planning phase (step 1) to make more relevant to the transport sectors
 - input on good practices and country examples
 - tools to make reference to
 - other comments

- ii) **Case study scoping exercise** to identify *additional* case studies for inclusion in the finalized manual. The scoping exercise was carried out by means of a review of THE PEP 2011-2012 and 2013 questionnaires. A preliminary list of country case studies for further examination and development is now available.

Expert reviewers

- Dominic Stead, Delft University, Netherlands
- Phil Insall, Sustrans, United Kingdom
- Nathalie Röbbel, WHO expert on development and evaluation of intersectoral action plans, France
- George Morris, Honorary Visiting Professor University of Exeter, United Kingdom

The section provides a summary of the expert review:

i) **Overall scope and purpose of document:**

Reviewers deemed that the document was of high quality, was clear and addressed its main objectives. The document was seen to comprehensively set out the negative impacts of unsustainable transport and is candid about the complexity involved in delivering transport systems which can avoid the negative impacts and accentuate the positive impacts on environment and human health. It provides a positive message about the complexity of the issue stating that with the right strategies and plans it is possible to do something useful at country level.

The NTHEAP as an opportunity for action:

The NTHEAP was seen as an opportunity to take positive action while allowing countries to fulfil international legal and political commitments on environment and health (i.e. THE PEP and Parma Declaration from 2010). The document would be even stronger in today's policy environment if it spelled out how it aligns with Health 2020, Health in All Policies and, more generally, the whole of government approaches now being promoted in public health.

Advocacy:

One reviewer stated that the advocacy for sustainable transport could be made more forceful concerning the global dimension of the issue. Specifically stating, *“We will simply not be able to deliver health and wellbeing and health care systems in the medium to long term without serious attention to the environment. Transport, and particularly urban transport (not least because of its energy implications -transport accounts for 19% of global energy use and 23% of global CO2 emissions) is a key battleground for public health. Unchecked, transport energy use and transport related CO2 emissions will rise by 50% by 2030 and 80% by 2050; this is a key battleground in the campaign ahead. “*

The document offers useful advice to those charged with advocating for, and delivering NTHEAPs and thus addresses its primary objective of supporting ministries and subnational agencies not only in planning,

developing, implementing and evaluating NTHEAPs, but also in selling the idea of challenging silo working which lies at the core of this approach.

Other:

As many countries already have NEHAPs (important documents which demanded resource in their development) it is important to make overt links between these and the NTHEAP approach. This will add extra coherence to the European Environmental health Process.

ii) General gaps/completeness

Document sequence: The document shows a logical and staged progression and this would be helpful to policy-makers. While at first reading it seems as if the strict sequence of the steps maybe difficult to implement in practice, this is ammended by the repeated emphasis that that steps may be conducted in parallel or in sequence according to circumstance. This should be *further emphasized* throughout the document in its final revision.

Other general suggestions:

- Highly recommended to include an **abstract** since the document is 40 pages and this would make it easier for busy policy-makers to read.
- a really key action is to understand the **extent of inter-sector understanding** (do transport policy makers or the professional workforce understand public health, and vice versa?) and the **barriers** to inter-sector working, then to **create strategies to knock down the barriers and build collaboration**. This could be made more explicit in the document's Fig 1.
- The **involvement of professionals and NGOs** should be stressed more, not only in screening but also in the concrete interventions in the action plan.
- In the **evaluation** step, indicators should be the same for the three sectors to ensure stronger synergy.

iii) Gaps in any Steps and specific suggestions for Step 1, Planning

- The document would benefit from an inclusion of **issue framing** as an additional step during Step 1, *Planning*.
- Action plans should highlight the potential benefits (health, jobs) of a radical shift to a more integrated approach between the sectors.
- The document should also promote longer-term benefits and the concept of “beyond mobility” (longer-term benefits)
- In the UK, as a result of the improved collaboration on active travel between Health and Transport ministries, there have been concrete impacts on implementation while at the same time contributions to the *planning phase*. This developed primarily as a result of work by officials in the two departments and NGOs working on public health, and on walking and cycling, to develop the personal relationships and to point up where policy in the two sectors overlapped. NGOs regularly invite transport ministers to speak to health conferences, and vice versa.
- **Section 1.1** *Overview of the environment and health impacts of transport*, is very powerful and makes the case very effectively
- **Step 2 (2.1.2)** *Epidemiological assessment of the environment and health impacts of transport activities*, is quite thin; policymaker or decision makers would want more guidance on how to do this.
- **Step 2 (2.1.2)** Throughout the text, the term stakeholder analysis is a bit vague. Need to clarify whether it entails simply an inventory of stakeholders or something more.
- Generally speaking transitions are needed between steps and some terms used throughout the text: stakeholder, high level understanding, bilateral donors.

iv) Good practices and country examples

Examples for possible new case studies provided by experts:

- **Inter-sectoral work:** (United Kingdom) The *Scottish Transport Strategy* and the *Scottish Government's Good Places Better Health* policy initiative which reviews the contribution of environment to the health of Scotland's children and to four specific child health outcomes in particular. Three specific thematic reports were produced to present the evidence for action. Good Places Better Health emphasized the importance of cross cutting working at government and agency level.

- Links:
 - The Implementation Plan: <http://www.scotland.gov.uk/Publications/2008/12/11090318/0>
 - The overarching recommendations (including a key section on transport): <http://www.scotland.gov.uk/Resource/0039/00398236.pdf>
 - The evidence reports including a crosscutting thematic report on transport: <http://www.scotland.gov.uk/Topics/Health/Healthy-Living/Good-Places-Better-Health>
 - Short Videos: <http://www.scotland.gov.uk/Topics/Health/Healthy-Living/Good-Places-Better-Health/GPBHvideos>
 - **Action plans and Acts:** (United Kingdom)
 - the *Cycling Action Plan of the Scottish Government*: <http://www.transportscotland.gov.uk/strategy-and-research/publications-and-consultations/cycling-action-plan-2013>
 - *the Active Travel Wales Act* – an initiative by the Welsh Government. More information here - <http://www.senedd.assemblywales.org/mgIssueHistoryHome.aspx?IId=5750>
 - **Involving stakeholders:** (United Kingdom)
 - National Institute for Health and Care Excellence, the government agency which produces clinical and public health guidance. NICE has led the way in guidance around active travel, road safety and physical activity, and will soon tackle air quality. Senior NICE figures have been willing to talk to transport and planning audiences, and NICE works hard to communicate with all relevant parts of local government.
 - The four UK Chief Medical Officers, whose report and recommendations on physical activity is very clear about the suitability of active travel as an accessible form of physical activity for people whose lives are currently insufficiently active. This report takes a leading role so that others can follow.
- v) **Tools**
- Experts proposed the following tool as helpful for joint issue framing since it uses an appropriate conceptual model. Joint issue framing was successfully used in Scotland's Good Places Better Health initiative and it could help planning a NTHEAP. The process is described in the Good Places Better Health Methodology Report provides a prelude to such activities: <http://www.scotland.gov.uk/Topics/Health/Healthy-Living/Good-Places-Better-Health/Approach/Methodology>
- vi) **Other comments**
- The NTHEAP process sits across the boundary between step 1 and 2. It is important to recognize that the policy and decision makers involved, from each and every policy sector and at all levels, will have widely differing levels of understanding and commitment to the Action Plan. For this reason, it will be important to scan them all, and find which of them can be involved from the beginning, to lend support and attract their peers.
 - More should be said about the health care cost savings achievable from this approach and the prevention of NCDs. Cited were studies of calculations of the health care cost savings of increases in walking and cycling.

Possible new case studies to include in finalized NTHEAP manual²

The following is a selection of actions countries report taking for implementation of THE PEP. This list is based on a screening and extraction from THE PEP country questionnaires from 2011-2012 and 2013. This initial set of case studies has been selected for further in-depth review and possible inclusion as good practice examples for various steps of the NTHEAP manual. Final case studies will be featured in boxes maximum half a page in length.

Country	Intervention	Relevance to NTHEAP phase
Austria	<p>1- Masterplan Cycling was developed by the Ministry of Environment in cooperation with other relevant Ministries, regions and municipalities as well as NGO's. For the first time a national target for cycling was set up in the Federal government in Austria: to double modal share of cycling from 5 % (2006) to 10 % (2015). The Masterplan Cycling covers with 20 measures all relevant policy areas for all-day cycling. There is Federal co-financing of cycling infrastructure by klima:aktiv mobil supports all nine Federal States and the major cities to develop and implement regional and local cycling infrastructure improvement plans.</p>	<p>II – Planning: Define objectives and targets and set priorities</p> <p>III – Implementation: to reach national cycling targets, budget allocated</p>
Austria	<p>2- Klima:aktiv mobil is undertaken by the Austrian Federal Ministry of Agriculture and Forestry, Environment and Water Management and supported by the Austrian Chamber of Commerce, the Austrian Association of Cities and Towns and the Austrian Association of Municipalities and many companies and organizations as part of the implementation of the Austrian Energy and Climate Strategy and the EU Climate and Energy Package. Since 2007 the klima:aktiv mobil program has given financial support of EUR 42.5 million for projects to reduce green house gas (GHG) emissions in transport. At national level the klima:aktiv mobil program offers financial support to regions and municipalities for cycling and walking infrastructures investment and undertake national campaigns to raise awareness for cycling.</p> <p>Two important pillar of successful public transport are attractive mobility services and the provision of information on the offered services. To promote public transport several regional mobility centers have been established by the regional Austrian authorities and supported by the klima:aktiv mobil program. The services offered go well beyond simple time table information on public transport routes. It aims at improving public transport in general, attract new customers and provide support. As such, the mobility centers are also contact points for businesses, communities, transportation providers, institutions, schools and tourism associations. The mobility centers are the main coordinating body for the regional public transport plans. They also provide training and support for mobility management in communities, businesses, schools and the elderly. Good practices are the mobility centers in the Austrian Provinces of Upper Austria, Styria and Burgenland</p>	<p>II – Development: select interventions</p> <p>III – Implementation: budget allocated and action integrated into other ministry workplans</p>
Austria	<p>3- Transdanube project aims to identify solutions for mobility management through sustainable accessibility and interconnectivity between cities and regions along the Danube and within participating regions by environmentally sound mobility like trains and buses, dial a ride buses and taxis, environmentally friendly alternative vehicles, ships and boats, and in</p>	<p>III – Implementation: supporting multi-country initiative implementation, select interventions</p>

² In-depth review still underway

Country	Intervention	Relevance to NTHEAP phase
	<p>particular focusing on promotion of health promoting human powered mobility like cycling and hiking.</p> <p>Special focus lies on the environmentally friendly accessibility of tourism regions and nature parks.</p> <p>Eight countries are involved at regional level until Sept. 2014 and will implement their soft mobility & tourism activities in the Danube Region. In 2013, the Republic of Moldova joined the project. The project aims to contribute to the Danube Strategy as well as to the UNECE WHO Transport Health Environment program THE PEP.</p>	
Austria	<p>4- ACCESS2MOUNTAIN aims at developing appropriate conditions to increase the accessibility of mountain regions in the Alps and the Carpathians by sustainable transport and support the development of a high potential for sustainable tourism. ACCESS2MOUNTAIN aims at setting up pilot projects to access tourist areas and to ensure sustainable local mobility at destinations. Furthermore, the experiences gained in this exercise and the experiences from other mountain tourist regions will be shared in order to enhance the regional knowledge and introduce further sustainable mobility services. The project will also give inputs to the development of the transport protocol of the Carpathian Convention which will be finalized in spring 2014.</p>	II – Planning: raise awareness
Austria	<p>5- Alpinfonet: This project aims to provide travellers with comprehensive information about sustainable transport modes beyond regional and national borders and to address them through smart channels that provide information when needed. For achieving this, the project elaborates a strategy for the dissemination of public transport information and integrates existing information systems to a sustainable mobility information network.</p> <p>With the involvement of technical and political key actors from transport, tourism and environment, it is guaranteed that technical and political obstacles on the way to the implementation of AlpInfoNet in several pilot regions can be solved and long-lasting results be achieved.</p>	II – Planning: raise awareness
Belgium	<p>1- Introduction of free public transportation for several groups such as federal employees, some companies subsidize 80% of staff to travel with SBCB and STIB with remaining 20% supported by state. several categories of persons entitled under certain conditions to free public transport by age (children 0-11 years and those over 65), and specific tariff measures according to their disability or their status social.</p>	III – Implementation
Belgium	<p>2- The promotion of cycling is particularly recommended for short trips (<5 km) like walking to replace the automobile. Since 1 January 1998, the federal government encourages bicycle commuting with a compensation paid by an employer to his employee, as part of commuting by bicycle, is exempt from taxes and social charges up to a maximum of € 0.15 per kilometer. In March 2010, the maximum exempt amount was set at € 0.20 per km and will now be indexed. For 2013 this corresponds to an amount of € 0.22 per km. The acquisition and provision bicycle service for business travel or commuting staff , as well as maintenance and repair bicycles can be a plus deduction of 120% .</p> <p>Particular attention was paid to promote the use of bicycles in the new management contracts (as well as the business plans) SNCB Holding, Infrabel and SNCB . Thus , SNCB Holding is committed to increasing the</p>	III – Implementation

Country	Intervention	Relevance to NTHEAP phase
	<p>number of bicycle parking and optimize monitoring Bicycle shelters. SNCB Holding supports the development of " cycle points " in the stations. Corporate social economy and spaces are offered to provide service bicycle rental, bike repair or any other activity related to cycling. In addition, the SNCB promotes bicycle use in authorizing the boarding trains.</p> <p>Link: http://www.b-europe.com/Voyager/Pratique/Votre 20voyage % / V % C3% A9los</p>	
Belgium	<p>3- A code of the street came into force in January 2004, gives priority to users vulnerable road at all times. In addition, the introduction of the concept of sidewalk across , that is to say, a sidewalk that extends through the floor up to the other side of an intersection is an eloquent example of the implementation of the Code of the street that gives pedestrians priority over motorists and cyclists. To cope with the danger of speed for vulnerable road users, it was established traffic areas where the speed limit is 50 km / h or 30 km / h. The 30 areas are widespread in the vicinity of schools and residential areas. Since September 2011, the associations are " Campaign 30 City " of encouraging governments to give priority to ease traffic in neighborhoods</p> <p>Link: http://www.bruxelles.be/artdet.cfm/4365</p>	III – Implementation
Belgium	<p>4 - Promotion of use of bikes in cities: The SUL allows cyclists to travel in both directions in one-way streets . So that the movement of different users will be uneventful and encourages motor at moderate speeds. Cyclists can thus avoid the most dangerous areas with dense and fast motorized traffic and more directly reach their destination. With SUL, cyclists can establish mutual eye contact much more easily than if they both run in the same direction. To recognize SUL, the signals on the one way concerned are supplemented by illustrated and very recognizable for traffic in both directions additional panels . Since 1 July 2004, municipalities are required to turn in one-way roads in SUL for cyclists when the maximum authorized speed not exceeding 50 km/h.</p> <p>Link: Http://www.gracq.be/AVELO/003CodeDeLaRue-SUL/ V % C3% A9los</p>	III – Implementation
Germany	<p>1 - Germany's National Cycling Plan (NCP) is the basis for cycling policy and supports "cycling as a system", which means building cycling infrastructure is not enough to increase the number of cyclists - communication and service measures are just as important to achieve this goal. Furthermore this means for transport or spatial planning all modes of transport are integrated.</p> <p>The previous NCP 2002-2012 brought an increase in cycling and a consolidation of awareness for cycling in the federal states and communities, lots of good-Practice Examples and projects were funded under the federal non-investment cycling support program.</p> <p>Link: http://www.nationaler-radverkehrsplan.de/foerderung-bund/foerderung-nrvp/massnahmen.phtml</p> <p>The new NCP 2020 is in force since the 1st January 2013 with basic guidelines to support cycling for years to come. The plan includes new topics for example e-mobility in cycling, capacity problems in the cities and</p>	I – Planning (raising awareness)

Country	Intervention	Relevance to NTHEAP phase
	<p>thoughts are given to “starter”, “climber” and “champion” communities.</p> <p><u>Link: http://www.bmvbs.de/SharedDocs/DE/Artikel/UI/fahrradverkehr-nationaler-radverkehrsplan.html?linkToOverview=js</u></p>	
Germany	<p>2 - The Climate protection initiative of federal ministry of environment is funding projects of sustainable mobility. The following investments in infrastructure are funded:</p> <ol style="list-style-type: none"> 1. Reorganisation of streets to improve accessibility for all different modes of transport and especially to promote walking in order to mitigate CO2 emissions. 2. Building of intermodal mobility stations to improve connection of walking, cycling, car-sharing and public transport to promote a sustainable mobility. 3. Instruments to improve cycling routes. For example: upgrading of existing cycling routes and high quality “bike-parking places” at hotspots of public transport. <p>Link: http://kommunen.klimaschutz.de/foerderung.html</p>	III – Implementation (investments in infrastructure)
Germany	<p>3 - Mobility education is part of many programmes of all authority levels in Germany: Targets are to educate children in fields like: Capability to a critical examination about current mobility offers. Capability for a safe participation in traffic and avoidance of accidents. Awareness raising for impacts from transport to environment, health and social development of man. Development of competence of organizations to empower pupils to make future decisions concerning mobility. Capability for a autonomous mobility and therefore for a conscious choice of transport mode. Use of pedagogic appendage like project lessons and workshops, activity oriented lessons, pupil focused lessons and interdisciplinary handling. Possibility for pupils to participate.</p> <p>Links: http://www.umweltbundesamt.de/verkehr/mobil/projekte/schule.htm http://www.vcd.org/mit_kindern_unterwegs.html</p>	I – Planning (raise awareness)
Lithuania	<p>Sustainable Urban Mobility Plans (SUMP) in Lithuania. <i>More information being requested.</i></p>	To be defined
Malta	<p>Transport Malta, together with the Malta Environment and Planning Authority, is encouraging the introduction of a Green Travel Plan, where travel is organized through collective transport, car sharing, etc., in order to lessen the impact of the private car from our roads. So far, such Plans have been introduced in various office establishments as well as two higher level education institutions – the Malta College for Arts Science and Technology as well as in the University of Malta.</p> <p>During the reconstruction of a number of arterial and distributor roads, Transport Malta provided cycle lanes, where possible, in order to create a safe environment for cyclists. In locations where bus lanes were introduced, regulations were changed in order to allow cyclists to be able to use such lanes.</p> <p>The Healthy Weight for Life Strategy (2012-2020) recently launched by the Ministry of Health the Elderly and Community Care was drawn up by an inter-sectoral committee and includes a focus on the creation and promotion</p>	II – Development (interventions and setting up of organizational arrangements)

Country	Intervention	Relevance to NTHEAP phase
	of a safe living environment that is conducive to increased physical activity through the provision of the necessary infrastructure (e.g. safe cycling lanes) and increased availability and accessibility to recreational spaces).	
Republic of Moldova	<p>The National Development Strategy Moldova 2020, adopted in 2012, includes as objective sustainable transport infrastructure development and promotion of healthy and safe modes of transport, encouraging and providing support for local authorities in promoting efficient and environmental friendly transport.</p> <p>The Action Plan for implementation of National Strategy on Road safety provides measures for prevention and reduction of injuries due to traffic accidents among schoolchildren.</p>	<p>II – Development: objectives, targets and priorities</p> <p>III – Implementation of actions</p>
Norway	<p>Norway has no separate NTHEAP's, but considerations to health and environment is integrated in The Norwegian National Transport Plan 2014-2023 (NTP). NTP (2014 - 2023) includes The National Cycling Strategy, and in the planning proposal for 2014-2023 a new National Walking Strategy is included.</p> <p>The White Paper on Public Health Strategies (2012-2014) Spring 2013. The strategies increase the cross-sectoral work on physical activity and more environmental- and health friendly transport and transport systems including walkable neighbourhoods.</p>	<p>I – Planning</p> <p>III – Implementation (integration of NTHEAP actions)</p>
Serbia	<p>Government of the Republic of Serbia established the National Road Safety Coordinating Body. The task of the Coordinating Body is to initiate and monitor preventive and other activities in the field of road safety, direct and harmonize activities related to reducing the number of accidents and their consequences, to propose and monitor the implementation of the National Road Safety Strategy.</p> <p>Support to Sustainable Transport in the City of Belgrade is a 4 year project (2010-2014) implemented by UNDP Serbia, Serbian Ministry of Energy, Development and Environmental Protection and the City of Belgrade (through its Land Development Agency and Secretariat for Transport) and funded by the GEF. Purpose of the mentioned project is to reduce metropolitan emissions in the City of Belgrade by improving public transport, promoting and reinforcing the use of bicycles as means of transportation and setting up strategic and political framework for sustainable development of urban transport (including the development of Sustainable Urban Transport Plan for the City of Belgrade - initial phase). The main goal of the project is to reduce GHG emissions from ground transport in Belgrade through promotion of a long-term modal shift to more efficient and less polluting forms of transport. Expected outcomes of the project are sustainable development plans/policies that effectively respond to the needs of stakeholder as well as promote employment and environmental protection.</p> <p>Link: http://www.biciklirajbeogradom.com/eng/</p> <p>Project also provides a support to sustainable public transportation system in the city of Belgrade. The project is aiming to achieve the reduction of greenhouse gas emissions by approving access to sustainable transport modes in Belgrade, by integrating land use and transport planning and promoting the use of bicycles and public transport modes while rationalizing parking tariffs and initiating social networking programs to promote shared taxi and</p>	<p>I – Planning (steering committee)</p>

Country	Intervention	Relevance to NTHEAP phase
	car use. Together, these activities are expected to reduce the growth of personal vehicle use and improve the transport management infrastructure to support the environmentally friendly development of Belgrade.	
Serbia	<p>Strategy of development of railway, road, water, air and intermodal transport in Serbia (2008 - 2015) - In Chapter 1.8 it is given focus on vulnerable groups of users by adapting the transport infrastructure and vehicles to specific groups of users (children, persons with disabilities, the elderly people etc.). There are on-going projects that pay particular attention to vulnerable groups. Under the Project "Support to Sustainable Transport in the City of Belgrade", there are four groups of activities: 1. Integrated land use and urban transport planning at the metropolitan level, 2. Promotion of the cycling transport mode, 3. Safe and sound to School and 4. Capacity Building. In the part 3 of project activities, pilot schools are being identified and for those selected schools, activities are developed in order to promote the most safest and most appropriate routes to school for children (the so called "Pedi-buses". The "Safe Routes to School" campaign has also produced its website, which serves, not only for communication purposes of the campaign, but also as a portal for the parents of pupils from "Sveti Sava" Primary School who are taking part in "Pedi-bus" activities (safe roads to schools guided by parents).</p> <p>Link: The website is available at http://www.pedibusbeograd.com/</p>	

Case studies already included in manual (as boxes):

Country	Action plan document	Document location
Austria	Implementation report on the children's environment and health action plan (2010)	http://publikationen.lebensministerium.at/filemanager/download/57383
Belgium	Environment and health action plan, 2009-2013, French, Dutch and German only	http://www.health.belgium.be/filestore/18076820_FR/4_Annexe_Program_Operationelle_NEHAP_2009-2013-jvo-100304_18076820_fr.doc Main portal: www.nehap.be
Denmark	Environment and health action plan, 2003	http://www2.mst.dk/Udgiv/publications/2003/87-7972-931-2/pdf/87-7972-932-0.pdf
France	2 nd National Environment and Health Action Plan, 2009-2013 (Deuxième plan national santé environnement), French only	http://www.developpement-durable.gouv.fr/IMG/pdf/PNSE2.pdf http://http://www.developpement-durable.gouv.fr/PNSE2-2009-2013.html http://www.sante.gouv.fr/rapports-annuels-de-suivi-du-pnse-2.html Summary in English: http://www.developpement-durable.gouv.fr/IMG/pdf/PNSE2_gdPUBLIC_GB_web.pdf Summary in Russian: http://www.developpement-durable.gouv.fr/IMG/pdf/PNSE2_gdPUBLIC_RUS_web.pdf
France	Evaluation report on the 1 st Environment and Health Action Plan, 2004-2008, French only	http://www.developpement-durable.gouv.fr/IMG/pdf/CODEV_Rapport.pdf
Germany	Environment and health action plan, 1999, German only	http://www.apug.de
Malta	Environment and Health Performance Review of Malta National Environmental and Health Action Plan, Summary and Priorities - A Review	http://ehealth.gov.mt/HealthPortal/public_health/environmental-health/policy_coord_unit/seminars_publications.aspx
Netherlands	Status report on children's environment and health, 2010	http://www.rivm.nl/milieuportaal/images/Engelse%20versie%20katern.pdf
Norway	Transport action plan 2010-2019 with integrated sustainable approaches, involving also health sector	http://www.ntp.dep.no/
Portugal	National environment and health action plan, Portuguese only	http://www.apambiente.pt/politicasambiente/AmbienteSaude/emportugal/Paginas/default.aspx
Serbia	National children's environment and health action	http://www.cehap.gov.rs/en.html

	plan, 2009	
Sweden	National environment and health action plan, 2007, Swedish only	http://www.socialstyrelsen.se/publikationer2007/2007-131-28
United Kingdom	Children's Environment and Health Strategy, 2009	http://www.hpa.org.uk/cehape/