



**Economic and Social
Council**

Distr.
GENERAL

ECE/AC.21/2005/13
EUR/05/5046203/13
23 May 2005

Original: ENGLISH

**ECONOMIC COMMISSION FOR EUROPE
WORLD HEALTH ORGANIZATION**
Regional Office for Europe

**HIGH-LEVEL MEETING ON TRANSPORT, ENVIRONMENT AND HEALTH
THE PEP Steering Committee**

**SUMMARY REPORT
OF THE THIRD SESSION OF THE STEERING COMMITTEE FOR TRANSPORT,
HEALTH AND ENVIRONMENT PAN-EUROPEAN PROGRAMME (THE PEP)
(Geneva, 11-12 April 2005)**

INTRODUCTION

1. At its third session, the Steering Committee for Transport, Health and Environment Pan-European Programme (THE PEP) assessed the progress made in the implementation of its work programme for 2003-2005, adopted a new work programme, extending to 2007, and provided guidance on its implementation. In addition, the Steering Committee held preliminary discussions on preparations for the third High-level Meeting on Transport, Environment and Health to be held in 2007.

2. The session was attended by representatives from the following 27 member States: Albania, Austria, Belgium, Bulgaria, Croatia, Czech Republic, Finland, Georgia, Germany, Hungary, Ireland, Israel, Italy, Latvia, Lithuania, Malta, Netherlands, Poland, Republic of Moldova, Russian Federation, Slovakia, Switzerland, Tajikistan, the former Yugoslav Republic of Macedonia, United Kingdom, United States of America and Uzbekistan. The United Nations Environment Programme (UNEP) and the International Society of Doctors for the Environment (ISDE) were also represented.

3. Mr. José Capel Ferrer, Director, UNECE Transport Division, Ms. Christina von Schweinichen, Deputy Director, UNECE Environment and Human Settlements Division, and Dr. Margaret Chan, Director, Protection of the Human Environment, WHO Headquarters, welcomed the participants.

4. The session was preceded by informal consultations for the countries of East-Europe, the Caucasus and Central Asia (EECCA) and South-East Europe. All the participants agreed on the usefulness of THE PEP for their countries. To increase awareness of the Programme and to improve access to related information, it was suggested linking the websites of the national ministries of transport, environment and health to THE PEP clearing house. The participating countries shared the difficulty of involving transport ministries in the cross-sectoral cooperation at the national level, partly because responsibility for urban transport rested with the local authorities and partly due to a lack of political interest. It was deemed, inter alia, that monetarization of the environmental and health effects of transport could contribute to gaining support from policymakers. The delegations from Georgia, the former Republic of Moldova and the Yugoslav Republic of Macedonia expressed their interest in hosting subregional workshops focusing on urban transport.

5. On 13 April, back to back with the session, two informal meetings were held, first, to discuss follow-up activities to the project “Transport-related health impacts and their costs and benefits, with particular focus on children” and, in the afternoon, THE PEP clearing house pilot operating phase. Summary records of both are annexed to the present report.

I. ADOPTION OF THE AGENDA

6. The Steering Committee adopted the agenda of its third session, as contained in document ECE/AC.21/2005/1–EUR/05/5046203/1.

II. ELECTION OF OFFICERS

A. Election of a chair

7. The Steering Committee elected Mr. Nigel Dotchin, Head of Transport Policy Co-ordination Branch, Department for Transport, United Kingdom, as its Chairman for the third session. Mr. Dotchin succeeded to Dr. Jaroslav Volf, Director, National Institute of Public Health, Czech Republic.

B. Election of the Bureau

8. The Committee elected the following 12 members of its Bureau, representing the three sectors and the different parts of the region on an equal footing:

- a) From the health sector: Dr. Jaroslav Volf; Ms. Ursula Ulrich-Vögtlin, Head of Health and Environment Unit, Federal Office of Public Health, Switzerland; Mr. François André, Deputy Counsellor, Ministry of Social Affairs, Health and the Environment, Belgium; Mr. David Hohman, Senior International Health Advisor, United States of America;
- b) From the transport sector: Mr. Xavier Delache, Deputy Director, Ministry for Infrastructure, Transport, Housing, Tourism and the Sea, France; Mr. Vadim Donchenko, Deputy Director General, State Scientific and Research Institute of Road Transport (NIIAT), Ministry of Transport, Russian Federation; Mr. Nigel Dotchin; Mr. Risto Saari, Senior Officer, Ministry of Transport and Communications, Finland;
- c) From the environment sector: Ms. Zsuzsanna Bibok, Head, Department for Integrated Pollution Control, Ministry for Environment and Water, Hungary; Mr. Zaal Lomtadze, Vice Minister, Ministry of the Environment, Georgia; Ms. Narin Panariti, Director, Policy, Integration and Legislation Division, Ministry of Environment, Albania; Mr. Robert Thaler, Head, Division of Transport, Mobility, Human Settlements, Noise, Federal Ministry of Agriculture, Forestry, Environment and Water, Austria.

9. In view of their forthcoming retirement, the Committee thanked Mr. Bertjan Griffioen from the Ministry of Transport, Public Works and Water Management and Mr. Martin Kroon from the Ministry of Housing, Spatial Planning and the Environment of the Netherlands for their long-standing contribution to the cross-sectoral, pan-European cooperation on transport, environment and health.

III. ADOPTION OF THE REPORT OF THE SECOND SESSION OF THE PEP STEERING COMMITTEE AND OF THE MEETING OF THE BUREAU

10. The Steering Committee adopted the reports on its second session of 29-30 March 2004 (ECE/AC.21/2004/14–EUR/5045236/14) as well as on the meeting of its Bureau held on 17 December 2004 (ECE/AC.21/2005/2–EUR/05/5046203/2).

IV. IMPLEMENTATION OF THE COMMITTEE'S WORK PROGRAMME FOR 2003-2005

A. Progress reports and proposals for further action

11. On the basis of the documentation prepared and the oral presentations made by the secretariat as well as by the delegates from Austria, the Netherlands and the Russian Federation, and taking into account the recommendations of the Bureau, the Committee assessed the progress made in the implementation of the activities in THE PEP programme of work for 2003-2005 and provided guidance on future work.

1. Clearing house on transport, environment and health

12. The Steering Committee considered documents ECE/AC.21/2005/3–EUR/05/5046203/3 and Add.1, which summarize the technical and substantive work undertaken in 2004 by the secretariat during the implementation phase of the clearing house under the guidance of its Advisory Board.

13. The Steering Committee appreciated the progress made during the past year. It endorsed the work carried out by the secretariat under the implementation phase (April–December 2004) and approved the planned activities as well as the operational and administrative requirements for the pilot operating phase (2005).

14. In order to maximize the return on the considerable start-up costs of the clearing house, the Steering Committee stressed the importance of ensuring the sustained and efficient operation of the clearing house as of 2006, using, to the extent possible, regular budget funds.

15. The Steering Committee provided a number of comments and suggestions on the contents and features of the clearing house to further improve its effectiveness, e.g. through the provision of national case studies. It stressed the importance of an active contribution from national focal points in uploading information and promoting the use and visibility of the clearing house at the national level. It highlighted, furthermore, the importance of developing the Russian version of the clearing house as a priority, and to make available information in Russian.

2. Sustainable and healthy urban transport and land-use planning

16. The Steering Committee considered document ECE/AC.21/2005/4 – EUR/05/5046203/4, which contains an account of the main issues raised at and the proposed follow-up actions to the workshop on “Implementing Sustainable Urban Travel Policies in Russia and other CIS countries” (Moscow, 29 September – 1 October 2004) which had been co-organized with the Ministry of Transport of the Russian Federation, the City of Moscow and the European Conference of Ministers of Transport (ECMT).

17. The Steering Committee welcomed the work accomplished and the background documentation prepared for the workshop, in particular the extensive “Overview of the environmental and health effects of urban transport in the Russian Federation and the other EECCA countries” (ECE/AC.21/2005/5– EUR/05/50462035). It also took note of the comments and additional information provided by the delegation of the Russian Federation in relation to the EECCA Overview (informal document no. 1). The Committee encouraged the publication and dissemination of the Overview in English and in Russian. A few delegations provided suggestions for some refinements of the Overview prior to its publication.

18. The Steering Committee supported, moreover, the development of a separate analysis of policy integration in the EECCA and South-East European countries at a later date to complement the EECCA Overview. To that end, it recommended making use of the synergies with the project focusing on “Institutional arrangements and mechanisms for integrated policy and decision-making.”

19. The Steering Committee acknowledged the priority nature of the activities focusing on sustainable urban transport and land-use policies, particularly for the EECCA and South East European countries, and encouraged their continuation in the future.

20. The Steering Committee welcomed the interest expressed by Georgia, the Republic of Moldova and the former Yugoslav Republic of Macedonia to host subregional workshops addressing specific issues in urban transport of concern to them and to their neighbouring countries, in view of the success of Moscow workshop. The proposed topics for the workshops were: building capacity in the national administration for the implementation and enforcement of sustainable urban transport policies, including notably at the municipal level; improving cooperation between the sectors and stakeholders; tools for assessing transport-related health effects and their costs.

21. The Steering Committee requested the secretariat to support the preparatory work, in close collaboration with the interested host and donor countries, focusing in particular on the specific topics, timing, organization and financial aspects of the workshops.

3. Transport-related health impacts and their costs and benefits with particular focus on children

22. The Steering Committee considered document ECE/AC.21/2005/6-EUR/05/5046203/6 prepared by Austria, France, Malta, the Netherlands, Sweden and Switzerland on the main outcomes of their work in analysing the transport-related health impacts and their costs as well as on proposals for follow-up.

23. It appreciated the work done by the countries involved and acknowledged the importance of following it up. It took note of the expressions of interest by some member States in participating in the follow-up work, including further development of methods for the economic valuation of transport-related health effects in children with the support of the United States Environmental Protection Agency (USEPA).

4. Promotion of safe walking and cycling in urban areas

24. The Steering Committee highlighted the importance of the project, as outlined in document ECE/AC.21/2005/7–EUR/05/5046203/7, to exchange and disseminate good practices of the countries in the region to promote safe conditions for people to walk and cycle in urban areas, and to take stock of ongoing work to improve the assessment of health effects related to levels of cycling and walking and of the costs and benefits of promoting non-motorized transport.

25. The Steering Committee endorsed the overall scope of the project. It adopted the terms of reference for the task force that had been established. The task force, composed of some 20 representatives of interested member countries across the region and organizations, would operate principally through electronic means of communication.

26. It welcomed updates on the relevant work of the Nordic Council and on the establishment of the European Health Enhancing Physical Activity Network led by Switzerland, and highlighted the contribution that these initiatives could make to the implementation of this activity.

5. Practical guidance on institutional arrangements and mechanisms for integrated policy- and decision-making

27. The Steering Committee considered document ECE/AC.21/2005/8 - EUR/05/5046203/8 on the project for providing practical guidance on institutional and administrative mechanisms to promote the integration of environmental and health issues into policy- and decision-making on transport.

28. The Steering Committee acknowledged the relevance of further work focusing on policy integration. It endorsed the proposed implementation steps for the project, as presented by the consultant to the secretariat. It provided comments on the project to clarify further its scope and increase its added value. It was deemed useful for instance, to fully consider the institutional mechanisms within and between the central and local governments, instead of concentrating on policymaking solely at the urban level.

29. The Steering Committee welcomed the funding identified by the UNECE and WHO/Europe secretariats that allowed the project implementation to start. It appreciated the offer by Germany to host a workshop possibly in early 2006 to allow for in-depth discussion on the project findings until that date. The offers by other countries to provide information were welcomed and further contributions to the implementation of the project were encouraged.

6. Energy-efficient driving behaviour

30. The representative of the Netherlands informed the Steering Committee about progress achieved in the activity on “eco-driving” (ECE/AC.21/2005/9- EUR/05/5046203/9.).

31. The Steering Committee welcomed the update. It took note of the information provided on the seminar on eco-driving to be held in Warsaw, on 12 May 2005, and of the invitation to attend the event.

32. It noted the relevance of eco-driving to both reducing emissions and improving safety. It highlighted the possibility of disseminating eco-driving through the clearing house, including by making available existing guidance and manuals, which would facilitate their transferability across countries.

33. It took note of the information provided by the Chairman of the UNECE Working Group on Road Traffic Safety (WP.1) and encouraged THE PEP to take account of relevant work already carried out by this Working Group.

B. Financial aspects of the implementation of THE PEP work programme

1. Overview of the resources made available and further required

34. The Steering Committee welcomed the clear and transparent report provided by the secretariat on the extrabudgetary resources spent and further needed for the implementation of THE PEP work programme (ECE/AC.21/2005/12- EUR/05/5046203/12). It acknowledged the importance of ensuring a sustainable financial basis for the further implementation of THE PEP. It invited the secretariat to explore further a mechanism for improving the financial sustainability of THE PEP, in particular voluntary subscriptions to “shares” that could be earmarked to specific activities in the work programme (building on the positive experience gained through the Aarhus Convention).

35. The Committee suggested the sustainable funding of THE PEP as an issue to be addressed at the third High-level Meeting (2007).

2. Enhancing collaboration with other organizations and institutions

36. The Steering Committee took note of the written information provided by the European Bank for Reconstruction and Development (EBRD). It agreed to invite representatives of the international financial institutions to attend its next session to provide further information.

V. REPORT ON THE CONTRIBUTION OF THE PEP TO THE FOURTH MINISTERIAL CONFERENCE ON ENVIRONMENT AND HEALTH (BUDAPEST, 23-25 JUNE 2004)

37. The Steering Committee took note of the information on the input from THE PEP to the Fourth Ministerial Conference on Environment and Health, “The Future for Our Children,” which had been held in Budapest on 23-25 June 2004.

38. It highlighted the importance of ensuring synergy between the activities under THE PEP and the implementation of relevant aspects of the Children’s Environment and Health Action Plan (CEHAPE), adopted at the Budapest Conference.

VI. IMPLEMENTATION OF THE PEP 2003-2007

39. On the basis of document ECE/AC.21/2005/11- EUR/05/5046203/11, prepared by the secretariat, the Steering Committee took stock of the progress made during the first two years of implementation of THE PEP and provided guidance on the assessment report to be prepared for adoption at the third High-level Meeting in 2007. It also provided its views on the work to be undertaken in 2005-2007.

40. It agreed on the usefulness of THE PEP as a unique forum bringing together the three sectors and the countries throughout the region and providing particular benefits for EECCA and South-Eastern Europe. It confirmed, furthermore, that the key priorities for THE PEP remained valid.

41. The Steering Committee acknowledged that, notwithstanding the support provided by a number of member countries, progress in the implementation of THE PEP and its impact was affected by the limited resources available and the relative lack of political commitment.

42. As the basis for reporting to the third High-level Meeting (2007), it recommended that an internal assessment of progress in the implementation of THE PEP should be undertaken through a survey and country reports. As regards the future directions for the Programme implementation, it highlighted the importance of stimulating active participation from the transport sector to address policies and actions more effectively and in an integrated way.

43. The Steering Committee adopted its work programme for 2005-2007, agreeing that the focus should continue to be on the activities that were currently implemented. It was cautious in launching new activities unless appropriate resources were ensured for their implementation.

VII. PREPARATION OF THE THIRD HIGH-LEVEL MEETING ON TRANSPORT, ENVIRONMENT AND HEALTH (2007)

44. The Steering Committee held preliminary discussions concerning the preparations for the third High-level Meeting on Transport, Environment and Health, to be held in 2007, as mandated by the second High-level Meeting (see ECE/AC.21/2002/8-EUR/02/5040828/8, para. 10). It highlighted the importance of attracting Ministers from the three sectors to the meeting. It identified the need for stronger visibility of THE PEP within the media and in civil society, and stressed the importance of developing a communication strategy. The delegations agreed to identify thematic topics of high political interest and send them to the secretariat.

45. As regards the date and the venue of the third High-level Meeting, the Steering Committee recommended looking for synergies between the issues to be dealt with at other relevant events planned for 2007, such as the Sixth Ministerial Conference “Environment for Europe,” the mid-term review meeting of the “Environment and Health” process and the meeting of ECMT. This was deemed important to strengthen the links between THE PEP and these processes. The delegations agreed to send to the secretariat suggestions for events with which the High-level Meeting could be linked.

46. In order to enable the Bureau to discuss the proposed topics and venues for the third High-level Meeting at its next meeting, in December 2005, the delegations were invited to forward their input by October 2005.

VIII. NEXT MEETING

47. The Steering Committee provisionally decided to hold its third session on 10-11 April 2006 at WHO Headquarters in Geneva.

TRANSPORT-RELATED HEALTH IMPACTS AND THEIR COSTS AND BENEFITS WITH PARTICULAR FOCUS ON CHILDREN

Report of the ad hoc session to discuss follow-up activities (13 April 2005)

INTRODUCTION

1. The objective of this meeting was to discuss proposed follow-up activities to the project “Transport-related health impacts and their costs and benefits with particular focus on children” (see also ECE/AC.21/2005/6–EUR/05/5046203/6).
2. The meeting was attended by participants from 14 member States and one NGO: Austria, Czech Republic, France, Georgia, Lithuania, Malta, Netherlands, Poland, Republic of Moldova, Russian Federation, Sweden, Switzerland, the former Yugoslav Republic of Macedonia, United Kingdom, and ISDE. It was co-chaired by Mr. Robert Thaler (Ministry of Environment, Austria) and Mr. Mario Fruianu (Ministry of Transport, Netherlands).
3. The meeting consisted of a round-table discussion during which participants: **(a)** presented their interests in specific follow-up activities, and **(b)** provided a preliminary indication of their expected contributions to their implementation (both financial and in kind). In addition, participants divided into working groups to discuss ideas regarding the desired outcome of this project, with a view to presenting the results to the 3rd High-level Meeting on Transport, Environment and Health, which is to be convened in 2007.

I. MAIN CONCLUSIONS

4. Participants reported on ongoing or planned activities that could represent a valuable contribution to the project. These included new studies and updates of previous valuations of transport-related health costs, for example in relation to air pollution and noise (Austria, France, Switzerland); methodological developments in economic valuations of transport-related effects on children (WHO and USEPA, Sweden); studies on the effect of environmental interventions (Switzerland, where the effect of restrictions on the use of private cars and of improved infrastructures for cyclists and pedestrians on levels of physical activity was being investigated).
5. Based on this broad range of activities, it was understood that developing the project along the implementation of national case studies based on a common methodology (as was done in 1999 to study the health effects of air pollution in Austria, France and Switzerland) would not be feasible within the time frame of the project. Instead, it was agreed to develop the follow-up activities by taking stock of the work under way or planned and identifying a common framework which would: (a) bring these activities

- together under a coherent structure; (b) add value at the pan-European level; and (c) deliver clear messages to policymakers.
6. In particular, the end result of the project should: (a) describe the impacts of different interventions; (b) provide practical guidance for assessing the environmental and health effects of transport and their related costs, both in the general population and in children; (c) illustrate such guidance with specific case studies, both national and subnational; (d) address different audiences, in particular policymakers and the media.
 7. A preliminary outline of the final product was discussed and broadly agreed upon. This would be a toolkit for policymakers to help problem solving in transport, health and the environment. It would consist of a **“core” module**, providing general guidance on the health and environmental impact assessment of transport, and **“support” modules**, with policy-oriented briefings about the evidence of the effects; case studies; and methodological tools (see para.6 above). THE PEP clearing house would be used both to collect relevant case studies and to disseminate the outcomes of the project.
 8. The representatives of Georgia, the Republic of Moldova and the former Yugoslav Republic of Macedonia expressed their interest in contributing to the exercise with a EECCA and South-East European perspective. This input could be brought together by organizing subregional workshops, focusing on the different aspects of transport’s effects on health and the environment and the related policy issues. These workshops would be synergic with THE PEP project on “Sustainable and healthy urban transport and land-use planning.” Their outcome could contribute to the policy dimension of the project.
 9. Other participants informed the Meeting about their expected contributions to the implementation of follow-up activities (financial, in kind). In particular, Switzerland reported on its intention to a meeting of the Task Force; others would provide information about their expected contribution by the next meeting of the Task Force.

II. IMPLEMENTATION

10. Initially, the project would be implemented by its task force. If need be, the task force would consider establishing a steering group for the project.
11. The complexity of implementing a project bringing together a wide range of inputs necessitated very strong coordination from both a managerial and scientific point of view. However, while THE PEP secretariat would be able to facilitate the work of the task force, additional resources for the necessary coordination would need to be identified.

III. NEXT STEPS

- Endorsement of the draft terms of reference of the task force;
- Development of a work-programme outline and of a memorandum of understanding specifying the roles and responsibilities of the partners involved in the project;
- Indication by Task Force members of their expected contribution to the project;
- Organization of a second meeting of the task force, possibly in early July.

SUMMARY of the Ad hoc session on the Clearing House Pilot Operating phase
(13 April 2005)

1. Objective: Discussions and user feedback on THE PEP clearing house , its design, functionality, content and the features of planned additional services since the start of its pilot operations on 11 March 2005.
2. Participants: Austria, Czech Republic, Georgia, Netherlands, Poland, Republic of Moldova, Russian Federation, the former Yugoslav Republic of Macedonia, United Kingdom, United Nations Environment Programme's Regional Office for Europe (UNEP/ROE), WHO/Europe and UNECE secretariats.
3. The secretariat made an online presentation of the clearing house, its component parts and features, information content and uploading mechanism, and made proposals for the development of additional services in accordance with the priorities established by the Bureau and available resources. The main comments and suggestions were:

Design and functionality

4. Some of the items in the left-hand side menu on the home page should be renamed to better reflect the information they lead to. Furthermore, some of the text on the web pages should be reorganised in a more efficient way. More explanatory notes on the features should be provided. The information tree should be reordered to ensure better visibility of the "Environmental and Health Effects of Transport." "Printable versions" of the web pages should be provided.

Information submission facility

5. Registered users should be allowed to upload documents in languages other than English, French and Russian, as long as the text in the "short description" field was provided in English, French and Russian (to be done by the focal point, or possibly by automatic translation).

Components for additional services

6. In a first stage, translations a newsletter and an electronic forum could be provided. An evaluation of the performance of translation software ("able to learn") should be made considering available resources. Initially, automatic translations of the "short

description” (up to 255 characters) could be done. THE PEP news could be reflected in a “THE PEP e-newsletter” (to be issued several times a year including country contributions) and in a “THE PEP clearing house e-update” (to be circulated monthly). A Bulletin board could be developed as a basic e-forum for the exchange of information among THE PEP focal points (e-mail-based).

Role of information nodes

7. The future development and functioning of the clearing house depends to a large extent on the active participation of its information nodes (THE PEP focal points and other registered users) by submitting relevant information to the clearing house and providing feedback and suggestions for its improvement. To ensure visibility of the clearing house, once officially launched, it was suggested to encourage the focal points to place a link and short information about it on the websites of their Ministries of Transport, Environment and Health.