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and Environment

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

Ninth session

Geneva, 16 and 17 November 2011

Report of the Steering Committee of the Transport, Health and Environment Pan-European Programme on its ninth session and report of the fifteenth meeting of the Bureau of the Steering Committee

Contents

	<i>Paragraphs</i>	<i>Page</i>
I. Introduction	1–9	3
A. Attendance	3	3
B. Opening of the session and organizational matters	4–9	3
II. Outcome of THE PEP 2011 Symposium	10–24	4
A. How can we plan and manage transport for sustainable and livable cities? ...	17	4
B. How can we create attractive, sustainable and healthy mobility choices in our cities?.....	18	5
C. How can we integrate public transport into seamless urban travel?	19	5
D. How can we commute intelligently? How can we run successful mobility systems for commuters?.....	20	5
E. How can we address inequalities in mobility?	21	5
F. How can new technologies assist in achieving sustainable transport in cities?	22	6
G. Discussion and conclusions	23–24	6

III.	Preparations for the Fourth High-level Meeting on Transport, Health and Environment	24–27	6
IV.	Implementing the Amsterdam Declaration	28–51	7
	A. National transport, health and environment action plans.....	28–32	7
	B. THE PEP relay race (“staffete”)	33–41	7
	C. THE PEP Partnership	42–51	8
V.	Managing THE PEP.....	52–64	9
	A. Monitoring implementation	52–56	9
	B. Communication.....	57–59	10
	C. Programme of work for 2011–2012.....	60	10
	D. Financial matters.....	61–62	10
	E. Strengthening synergies with international organizations and processes	63–64	10
VI.	Next meeting of the Steering Committee	65	11
Annex			
	Report of the fifteenth meeting of the Bureau of the Steering Committee.....		12

I. Introduction

1. At its ninth session, held in Geneva on 16 and 17 November 2011, the Steering Committee of the Transport, Health and Environment Pan-European Programme (THE PEP) discussed, inter alia, progress made towards the attainment of the Amsterdam Goals, THE PEP implementation mechanisms and projects, the activities implemented in 2011 and the programme of work for 2012. It also discussed preparation of the Fourth High-level Meeting on Transport, Health and Environment, the proposed projects under THE PEP Partnership, THE PEP advocacy kit and the manual of national transport, health and environment action plans. In addition, the Committee considered the reports of the workshop held within the framework of THE PEP relay race (“staffete”) in 2011 in Kyiv, and the planned future workshop in Moscow.

2. As agreed at its seventh session, THE PEP 2011 Symposium was held during the ninth session of the Steering Committee. The Symposium focused on inclusive and innovative urban mobility, in line with Goal 2 of the Ministerial Declaration of the Third High-level Meeting (Amsterdam Declaration) (ECE/AC.21/4), aiming to manage sustainable mobility and promote a more efficient transport system.

A. Attendance

3. The session was attended by representatives from the following countries: Albania, Austria, Azerbaijan, Belarus, France, Georgia, Germany, Netherlands, Norway, Russian Federation, the former Yugoslav Republic of Macedonia, Ukraine, United States of America and Uzbekistan. Representatives of the United Nations Environment Programme (UNEP), the Organization for Security and Cooperation in Europe (OSCE) and the “Green Dossier” Information Centre, a Ukrainian non-governmental organization, also attended.

B. Opening of the session and organizational matters

4. Participants were welcomed by the Director of the Environment Division of the United Nations Economic Commission for Europe (ECE), the Chief of the Sustainable Transport Section, Transport Division (ECE), and the acting Head of the Rome Office of the European Centre for Environment and Health of the World Health Organization Regional Office for Europe (WHO/Europe).

5. The Steering Committee adopted the agenda as prepared by THE PEP secretariat in consultation with the Bureau (ECE/AC.21/SC/2011/1–EUDHP1003944/7.1/SC9/1).

6. The Steering Committee elected Mr. Philippe Maler, Ministry of Ecology, Sustainable Development, Transport and Housing (France) as Chair of the ninth session, representing the transport sector. The Steering Committee expressed its gratitude to the outgoing Chair, Ms. Ursula Ulrich-Vögtlin, for her effective work.

7. The Steering Committee re-elected the members of the Bureau. THE PEP secretariat was requested to consult with countries and request necessary replacements for the Bureau.

8. The Steering Committee adopted the report of its eighth session (Geneva, 8-9 December 2010) (ECE/AC.21/SC/2010/9–EUDHP1003944/7.1/SC8/9), and took note of the reports of the Bureau’s thirteenth meeting (Geneva, 10 December 2010; ECE/AC.21/SC/2010/9–EUDHP1003944/7.1/SC8/9, annex) and its fourteenth meeting (Rome, 20–21 June 2011, informal document No. 1).

9. The Bureau of the Committee had held its fifteenth meeting on 18 November 2011 (see annex for report).

II. Outcome of THE PEP 2011 Symposium

10. At its seventh session, the Steering Committee of THE PEP had agreed that, as of 2010, a half-day in-depth discussion would be organized, including speakers from the private sector, academia, government and civil society, in order to stimulate the participation and active engagement of member States and other stakeholders in a debate on relevant issues involving the three sectors of THE PEP, transport, health and environment (ECE/AC.21/2009/8–EUR/09/5088363/8, para. 46).

11. In accordance with that decision, topics for the Symposium were to be in line with the four priority goals of the Amsterdam Declaration, addressing one goal per year over the period 2010–2013. That would allow the Committee to contribute to the assessment of progress made towards attaining the Amsterdam Goals, leading up to the Fourth High-level Meeting in 2014.

12. The 2011 Symposium had been preceded by a technical visit to the Geneva Transport Authorities, where bus and tramway workshops and technical installations, as well as networks and services, had been examined.

13. THE PEP 2011 Symposium consisted of a panel discussion to share experience and raise awareness about the issues encompassed by Goal 2 of the Amsterdam Declaration: “To manage sustainable mobility and promote a more efficient transport system”.

14. A concept note prepared by THE PEP secretariat in cooperation with the Bureau outlined the main issues that had been addressed and discussed during the 2011 Symposium (ECE/AC.21/SC/2011/2–EUDHP1003944/7.1/SC9/2).

15. The Symposium had highlighted challenges and success stories in sustainable urban mobility and improved individual health. Speakers had presented examples of integrated policies on transport, health and environment that provided affordable and accessible mobility including all groups of society. The use of intelligent technologies, good management and incentive systems allowed for economical and flexible mobility solutions in the cities of the ECE-WHO/Europe region.

16. In particular, the Symposium addressed six specific issues, in the form of six groups of questions (see sections A–F below).¹

A. How can we plan and manage transport for sustainable and livable cities?

17. The Founding Partner and Managing Director of Gehl Architects, Copenhagen, presented the Danish approach for creating livable, healthy, sustainable, attractive and safe cities, providing examples of local measures for mobility oriented development, such as connecting transport planning and urban design, prioritizing pedestrians and providing dedicated space for non-motorized and active transport. Cycling was a part of the Danish culture and children grew up as cyclists. In Denmark, people with high incomes tended to bike more often than others. Around 50 per cent of Copenhagen residents cycled to work, 13 per cent walked, 24 per cent used a car and 13 per cent used public transport. Examples of making urban space more livable and attractive for cyclists and pedestrians were

¹ A programme for the Symposium listing all the speakers and the full texts of the presentations are available online from <http://www.unece.org/index.php?id=26814>.

presented and supported by evidence of successful measures carried out in New York (Times Square) and in Mexico City.

B. How can we create attractive, sustainable and healthy mobility choices in our cities?

18. A representative of the Senate Department for Urban Development of Berlin presented the Berlin Integrated Urban Transport Plan for creating attractive, sustainable and healthy mobility choices. Berlin was a diverse city — spatially, structurally, socially and from a mobility point of view. Addressing those diversities in transport planning required a comprehensive strategy that was at the same time oriented towards the long term, reliable and flexible at the same time. Integration of transport modes also meant the integration of the various actors — in politics, the administration and with regard to citizens. The public transport strategy of Berlin included the following measures:

- (a) Assessment of measures to stabilize transport demand on transport connections with potentially decreasing passenger volumes;
- (b) Continuous implementation of bus and tram priority on the roadways;
- (c) Improving integration with walking and cycling, which included developing cycling lanes/paths, use of bus lanes; safe crossroads and planning guidelines for bicycle parking.

C. How can we integrate public transport into seamless urban travel?

19. A representative of the Geneva Public Transport Authority demonstrated how a municipal transport company carrying 170 million passengers annually could become a central player in promoting sustainable mobility in a region encompassing several cities and municipalities both in Switzerland and neighbouring France.

D. How can we commute intelligently? How can we run successful mobility systems for commuters?

20. The Director of Human Resources of Merck Serono, Geneva, Switzerland, presented how the private sector can contribute to successful mobility management by introducing measures to encourage its employees to commute intelligently. Merck Serono had reduced parking space available to its employees very considerably, from 0.74 to 0.16 per person, i.e., providing one parking space per six employees, while minimizing the negative effects resulting from the lack of such parking. The Company had studied the needs of its employees, had developed criteria for prioritizing parking access (persons with handicap, company cars, parents with children at the company, commuter distance, etc), and a transport subsidy had been granted to employees not allocated a parking space, amounting to up to CHF 600 per year. As a result, a significant modal shift had been noted: the use of cars had decreased from 72 to 28 per cent and the use of public transport had increased from 16 to 47 per cent. As a result, carbon dioxide emissions from commuting had decreased from 2.22 to 0.99 tons per employee.

E. How can we address inequalities in mobility?

21. An international specialist on the transport needs of disabled and older people from the United Kingdom of Great Britain and Northern Ireland (Anne Frye Limited) presented

examples of the impact of transport on disadvantaged populations. Personal mobility was the key to independence, and urban transport systems were not always adapted to allow children and the elderly to use them without difficulties. An increase in car dependency excluded those without cars; traffic could divide communities — physically and socially — and hit poorest areas hardest. The growing imbalance between working age and older people would have profound economic as well as social implications. Already today there were 50 million people with disabilities in Europe. There was a strong correlation between age and mobility. Older people walked more and were more exposed to specific risks than any other age group. Children were also at high risk as pedestrians. Everybody wanted transport that was accessible, available, affordable and safe. Local solutions were needed, such as improved urban design, reduced traffic speed, more use of alternatives to the car, more facilities within walking distance, universal design like low floor buses and planning routes and services around community needs.

F. How can new technologies assist in achieving sustainable transport in cities?

22. A representative of the Centre for the Study of Urban Planning, Transport and Public Facilities (France) gave a presentation on how to solve the urban challenge and take into considerations pedestrians and cyclists as part of sustainable city planning. Common needs, like safety, comfort, convenience and connectivity, as well as specific needs of cyclists and pedestrians, should be considered by city planners and transport providers. A comprehensive approach should be applied such as networking, traffic regulations, traffic control and speed management, inter-modality, public transport accessibility, location aiding, signage and marking and services and communication.

G. Discussion and conclusions

23. Participants of the Symposium stressed the importance of inclusive and innovative mobility catering to all people's needs, but ensuring at the same time that the ecological footprint of transport as well as its negative effects on health were minimized using new technologies and management systems.

24. Based on the experience of the 2010 and 2011 Symposiums, the Steering Committee suggested several possibilities for improving the format and orientation of the Symposium in the future and entrusted the Bureau to discuss that further in view of the preparations of the 2012 Symposium. The Committee also recalled that THE PEP member States should take the key messages of the Symposium forward and integrate them into national processes and coordinating bodies.

III. Preparations for the Fourth High-level Meeting on Transport, Health and Environment

25. The Steering Committee discussed preparations for the Fourth High-level Meeting on Transport, Environment and Health.

26. The representatives of France proposed to host the Fourth High-level Meeting in Paris. The event could take place in connection with the Transport Research Arena, which was scheduled to take place in Paris in April 2014. A possible venue under consideration was the Ministry of Health, in the historical centre of Paris.

27. The Steering Committee welcomed that proposal and agreed to discuss the overarching theme, the programme and the main documentation for the High-level Meeting at the forthcoming meeting of its Bureau.

IV. Implementing the Amsterdam Declaration

A. National transport, health and environment action plans

28. The secretariat presented the final draft of the manual for developing national transport, health and environment action plans (NTHEAPs) (informal document No. 2). The manual had been developed by the secretariat with input from the Bureau.

29. NTHEAPs were agreed by the Amsterdam Declaration as the main national or subnational implementation mechanism to achieve priority goals of THE PEP. NTHEAPs were the practical implementation of policies and strategic tools to ensure the integration of health and environment aspects into transport planning. It was the responsibility of the member States to develop and implement NTHEAPs.

30. Member States were invited to express interest in applying the manual either entirely or partially and to provide the secretariat with existing experience and examples of good practice to illustrate the different steps and stages outlined in the manual.

31. The Steering Committee discussed and agreed on the continuation of the pilot testing of the manual. Delegations reported on the status of and plans for developing NTHEAPs in their countries.

32. The next step would be finalization of the NTHEAPs manual in summer 2012.

B. THE PEP relay race (“staffete”)

33. The Steering Committee, at its eighth session, had considered the results of the workshop “Safe and healthy walking and cycling in urban areas”, held on 30 September and 1 October 2010 in Batumi (Georgia), and had requested the secretariat to produce the final report as an official document in three languages.

34. The Steering Committee considered that the report prepared by the secretariat (ECE/AC.21/SC/2011/3–EUDHP1003944/7.1/SC9/3) was an important resource for future workshops. The secretariat had also produced a video clip on the workshop in Batumi, which was presented to the Steering Committee.

35. A representative of Georgia presented the results of THE PEP workshop in Batumi and follow-up activities, namely, the arrangement of separate roads for cycling in four cities of Georgia; the development of road infrastructure that improved safe walking and cycling; the improvement of legislation regarding new safety measures on the roads; the renovation of public transport; and awareness-raising activities at all levels.

36. The representatives of Ukraine reported on THE PEP relay race workshop “Working together for sustainable and healthy urban transport” held on 8 and 9 June 2011 in Kyiv (ECE/AC.21/SC/2011/4–EUDHP1003944/4.1/SC9/4).

37. The Steering Committee considered the report of an advance mission to Kyiv sponsored by France that contained observations and specific short- and long-term recommendations made by technical experts assessing opportunities and challenges for promoting sustainable and healthy transport in Kyiv (ECE/AC.21/SC/2011/5-

EUDHP1003944/7.1/SC9/5). The conclusions of that report had also been reflected in the action points presented at the workshop.

38. The Steering Committee thanked the hosts and organizers and recommended that the relay races be continued and that their long-term impact be enhanced by combining the workshops with practical follow-up projects. In particular, the involvement of key players in investment in transport infrastructure should be explored further.

39. Member States were invited to express interest in hosting further relay race workshops. The Russian Federation expressed its readiness to host a workshop in Moscow in the first half of 2012 with a focus on legislative issues, transport planning in big cities, sustainable mobility, public transport development and municipal urban planning. Since implementation of such measures usually created considerable difficulties, given the complexity of the issues and the different stakeholders involved, the Russian Federation would welcome information and best practices from other European countries.

40. Having conducted four relay race workshops since 2009, the secretariat noted that some experience had been gained and the following lessons had been learned regarding the organization of successful events of the relay race: (a) there was a need to focus on a few specific topics and on national requirements; (b) media attention was necessary; (c) the workshops should be preceded by a preparatory mission of technical experts to start practical work on areas of relevance for the host of the workshop; and (d) the workshop should have some follow-up after two to three years.

41. Representatives of Austria and Norway offered support for the workshop in Moscow.

C. THE PEP Partnership

42. As requested by the Steering Committee at its previous session, and as a follow-up to priority Goal 1 of the Amsterdam Declaration, the Bureau and the secretariat had developed a publication for a partnership that built and further elaborated on the outcomes of THE PEP 2010 Symposium on green and healthy jobs in transport. That publication, *Green and Healthy Jobs in Transport* (informal document No. 3), had been launched at the Seventh “Environment for Europe” Ministerial Conference, held in Astana in September 2011.

43. The purpose of the brochure was to launch a THE PEP Partnership that brought together interested experts and policymakers from the transport, environment and health sectors to develop a set of actions and joint projects aiming at: stimulating a debate and a shared understanding on what a green and healthy job in transport was; sharing existing experiences in Europe and other parts of the world with new policies and approaches for creating green and healthy jobs in transport; analysing the potential of greening “old jobs” and creating “new green jobs” in transport and mobility; and assessing the qualitative and quantitative impact that such approaches had on the environment, health, transport and the economy.

44. To further elaborate the new THE PEP Partnership and achieve the objectives of Amsterdam Goal 1, a detailed project workplan would need to be developed, taking into account the work already done, and seeking strong synergy with other mechanisms of THE PEP, in particular the relay race and series of THE PEP Workshops (see informal document No. 4).

45. The secretariat presented a list of proposed activities and preliminary costs. The Committee invited countries to join the Partnership and submit additional case studies.

46. The Steering Committee considered an initiative of Austria to undertake a transboundary project on sustainable mobility management and tourism along the Danube River (TRANSDANUBE) that could involve all Danube countries (Germany, Hungary, Croatia, Serbia, Bulgaria, Romania, Republic of Moldova and Ukraine). TRANSDANUBE could contribute to the THE PEP Partnership, focusing on the promotion of sustainable mobility management, and would contribute to the European Union (EU) Strategy for the Danube Region.

47. As requested by the Bureau, the secretariat had started an activity to facilitate the identification of financing mechanisms in Europe for member States interested in THE PEP. As a first step, a draft pocket guidebook (informal document No. 7) to work in partnership with the European Union had been developed to provide member States and other stakeholders participating in THE PEP with basic information about how to integrate their national economic resources with the funding opportunities offered by the European Union in the three sectors of THE PEP. The guidebook focused on EU financial instruments of the greatest potential relevance to THE PEP, as well as on opportunities for non-EU countries to participate in the projects.

48. The Steering Committee thanked the secretariat for the useful information and requested it to further refine the pocket guidebook with EU collaboration mechanisms that were relevant to the goals of THE PEP.

49. The secretariat presented the new Health Economic Assessment Tool (HEAT) for Walking and Cycling. HEAT could calculate the economic value of the health benefits that occurred as a result of reduced mortality associated with regular walking/cycling.

50. HEAT for Walking and Cycling had been launched at the International Transport Forum in Leipzig, Germany, in May 2011. HEAT had received the Swiss public health award in 2010 and two commendations in the context of the United Kingdom National Transport Awards and the ACT TravelWise Association Awards in 2011.

51. Austria and Norway offered financial and in-kind (expertise) support for THE PEP Partnership on Green Jobs in Transport.

V. Managing THE PEP

A. Monitoring implementation

52. At its eleventh meeting, THE PEP Bureau had decided that the Steering Committee should monitor progress made at the national level in the attainment of the Amsterdam Goals and had requested the secretariat to develop a questionnaire to be circulated to member States to assess the level of implementation of THE PEP mechanisms and to better understand the needs of member States.

53. The secretariat had conducted a questionnaire-based survey among all member States to gather self-assessed qualitative information on the state of national implementation of the goals of the Amsterdam Declaration. Thirteen countries had replied. The results were presented by the secretariat and had been made available on THE PEP website.

54. Replies received to the questionnaire reflected to a large extent the views and experiences of those countries that were actively engaged in THE PEP implementation, particularly through THE PEP workshops/relay race and its partnerships, as well as development of NTHEAPs. That indicated that direct engagement and involvement in THE PEP provide value added to member States.

55. The Steering Committee agreed that there was a need to develop a better understanding of the experiences of non-respondent countries. That called for re-establishing national focal points in the relevant ministries, as well as for investigating the challenges, limitations and obstacles that non-engaged countries saw in the process, in order to identify and possibly address those aspects through THE PEP work programme.

56. The first results and experience of the questionnaire were considered by the Steering Committee and provided guidance for further action. The questionnaire could be considered for reporting back on implementation of THE PEP in view of the Fourth High-level Meeting in 2014.

B. Communication

57. Following the adoption of a communication strategy at the Steering Committee's eighth session, the secretariat had prepared an "Advocacy Kit" for THE PEP focal points to support them in implementing the communication strategy at the national level (informal document No. 6). The expected results were greater visibility and a more clearly defined identity and, in turn, more support from member States and policymakers.

58. THE PEP focal points were the main channel/information multipliers of communications in countries. They could identify and make use of dissemination and visibility opportunities for THE PEP and its achievements. The Bureau and the secretariat supported the implementation of the communication strategy for THE PEP.

59. The secretariat presented the "Advocacy Kit", which supported the focal points in their communication activities. It was adopted by the Steering Committee and made available to all focal points electronically.

C. Programme of work for 2011–2012

60. A detailed programme of work for THE PEP for 2011–2012 (ECE/AC.21/SC/2011/6-EUDHP1003944/7.1/SC9/6) had already been considered by THE PEP Bureau at its fourteenth meeting in Rome in June 2011. The Steering Committee adopted its programme of work for 2011–2012, including the work accomplished over the previous year and planned projects and activities.

D. Financial matters

61. The secretariat informed the Steering Committee about the use of funds in 2011 and provided an overview of planned expenditures in 2012 (ECE/AC.21/SC/2011/7-EUDHP1003944/7.1/SC9/7). In the light of the proposed activities, the Steering Committee considered ways of mobilizing further and more sustainable resources to ensure efficient implementation of THE PEP programme of work.

62. The Steering Committee welcomed the expressed intentions of Austria, Norway, France and Switzerland to continue financing THE PEP activities.

E. Strengthening synergies with international organizations and processes

63. The Steering Committee was informed about collaboration between THE PEP and related international processes with a view to strengthening synergies, including with: the first meeting of the European Environment and Health Ministerial Board (May 2011, Paris); the International Transport Forum (May 2011, Leipzig, Germany); the seventh

“Environment for Europe” Ministerial Conference (September 2011, Astana), and the European Environment and Health Task Force (October 2011, Bled, Slovenia);

64. The Steering Committee discussed ways to strengthen collaboration with those and other international organizations and processes, as well as to promote THE PEP as a model for other regions.

VI. Next meeting of the Steering Committee

65. The Steering Committee agreed that its tenth session would be held on 15 November 2012 at the World Health Organization headquarters, preceded by THE PEP Symposium 2012 on 14 November 2012, focused on Amsterdam Goal No. 3,² and followed by a meeting of the Bureau on 16 November 2012.

² Priority goal 3 adopted in the Amsterdam Declaration in January 2009 is: “To reduce emissions of transport-related greenhouse gases, air pollutants and noise by supporting a shift in the vehicle fleet towards zero- or low-emission vehicles and fuels based on renewable energy; promoting a shift towards clean transport modes and fostering electric mobility as well as eco-driving.”

Annex

Report of the fifteenth meeting of the Bureau of the Steering Committee

I. Participation

1. The meeting of THE PEP Bureau was held on 18 November 2011 in Geneva. It was attended by: Mr. Robert Thaler (Austria); Mr. Philippe Maler, Ms. Nadine Asconchilo, Ms. Marie Fiori and Ms. Colette Watellier (France); Ms. Nino Tkhlava (Georgia); and Mr. Mihail Kochubovski (the former Yugoslav Republic of Macedonia). The Bureau meeting was chaired by Mr. Maler.

II. THE PEP Symposium

2. The Bureau agreed that the 2011 Symposium had brought together highly professional speakers from government, the private sector and civil society, and had confirmed the value added of the Symposium to the overall process of THE PEP.

3. Suggestions for further improvements in the format and orientation of the Symposium were made as follows: the amount of time set aside for the Symposium should be increased; the number of the speakers should be reduced and more time should be allowed for discussions; there should be more interaction between panellists; and the discussions should be more narrowly tailored to the chosen topic. Additionally, the Bureau suggested increasing efforts to extend invitations to the Symposium to all the relevant United Nations agencies based in Geneva.

4. The Bureau requested the secretariat to draft a concept note for the 2012 Symposium, addressing Amsterdam Goal 3 (to reduce emissions of transport-related greenhouse gases, air pollutants and noise by supporting a shift in the vehicle fleet towards zero- or low-emission vehicles and fuels based on renewable energy; promoting a shift towards clean transport modes and fostering electric mobility as well as eco-driving). The concept note should also include a list of proposed panellists, based on input from the Bureau, and be made available in spring 2012.

5. As 2012 would mark the tenth anniversary of THE PEP, the Bureau tasked the secretariat with proposing an additional theme of the Symposium on the whole of THE PEP and the organization of a social event, e.g., a reception following the Symposium.

III. Preparation of the Fourth High-level Meeting on Transport, Environment and Health (2014)

6. With a view to starting preparation for the Fourth High-level Meeting in 2014, the Bureau proposed to meet in March 2012 in Paris and prepare the themes, topics, programme and main documentation for discussion for the Bureau meeting in June 2012.

IV. THE PEP Partnership

7. French Members of the Bureau proposed a new study aiming at: (a) reviewing existing provisions regulating the signage for bike lanes and pedestrian paths;

(b) developing a compendium of good practices; and (c) preparing guidelines and signage for cyclists and pedestrians in both urban and interurban environments.

8. The Bureau welcomed the French proposal and recommended making use of and referring to all the existing international regulations in the transport sector, including the Vienna Conventions.

9. The Bureau tasked the secretariat with finalizing the pocket guidebook on EU financing mechanisms relevant to THE PEP.

10. The Bureau discussed and agreed that a Partnership should first be built to quantify the potential for green and healthy transport jobs in a group of countries, as well as in Europe.

V. Monitoring of implementation

11. The Bureau agreed that the electronic questionnaire piloted in the most recent monitoring exercise had provided a good basis for regular monitoring of THE PEP implementation. It was decided to continue the survey in its current form in view of reporting to the Fourth High-level Meeting in 2014.

12. It was noted that countries should report not only on good practices and experience gained, but also on the challenges they faced in implementing environment- and health-friendly transport.

VI. Communication

13. The Bureau tasked the secretariat with looking into possibilities to translate the Advocacy Kit into Russian, French and German. Member States were invited to provide translation as in-kind support to THE PEP. As an addition to the Advocacy Kit, the production of a THE PEP free-standing poster should be explored.

VII. Ministerial letters and contacts with focal points

14. The Bureau asked the secretariat to send out formal letters to the ministries of transport, health and environment in the ECE-WHO/Europe region, informing them about the Fourth High-level Meeting in 2014, the upcoming tenth anniversary of THE PEP, the reporting mechanism and funding, and requesting nomination of focal points from each sector, as necessary.

VIII. Relay race workshops

15. The Bureau reflected on the THE PEP relay race workshop held in 2011 and suggested that such workshops continue to be oriented so as to focus more on local rather than regional issues. It was agreed that at each Steering Committee meeting the most recent workshop should be reported on, and that a second report should be presented on the previous workshop.

16. The Bureau discussed the initiative of the Russian Federation to host a workshop in Moscow focusing on specific legislative issues. The Bureau requested the secretariat to send a letter to the Ministry of Transport of the Russian Federation informing it of the Steering Committee's decision to support the organization of such a workshop in Moscow.

17. The Bureau discussed the preliminary interest expressed by Kazakhstan in organizing a workshop. It was decided that if a workshop in Kazakhstan were to be organized, it focus exclusively on Central Asian subregional issues.

IX. Dates of next Steering Committee and Bureau meetings

18. The Bureau confirmed that the tenth session of the Steering Committee would be held on 15 November 2012 at the World Health Organization in Geneva. The tenth session would be preceded by THE PEP 2012 Symposium on 14 November 2012, and followed by a Bureau meeting on 16 November 2012. The next Bureau meeting was scheduled for 7 and 8 June 2012 in Copenhagen. The Bureau also considered the possibility of having a special meeting in Paris to prepare the forthcoming High-level Meeting.
