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Steering Committee of the Transport, Health and
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THIRD HIGH-LEVEL MEETING ON TRANSPORT, HEALTH AND ENVIRONMENT

Elements for a Draft Declaration

1. We, the Ministers of Transport, Health and Environment, representatives from Member States of the Economic Commission for Europe (UNECE) and World Health Organization Regional Office for Europe (WHO) and delegates attending the Third High-level Meeting on Transport, Health and Environment from 22 to 23 January 2009 in the Netherlands
2. RECALLING the Vienna Conference on Transport and Environment (1997), the Third and Fourth WHO Ministerial Conferences on Environment and Health (London 1999 and Budapest 2004), the first (2001) and second (2002) High-level Meetings (HLM) on Transport, Environment and Health and the 2002 THE PEP Declaration,
3. AGREEING that the merging of the Vienna and London processes of UNECE and WHO into one streamlined and jointly administered processes had been a positive step,
4. RECOGNIZING that the Pan-European Programme on Transport, Health and Environment (THE PEP) has become a pioneer in cross-sectoral and inter-agency cooperation,
5. RECOGNIZING the importance of THE PEP in supporting Governments to make the link among the transport, health and environment sectors and the value of its Pan-European approach,
6. AWARE of the importance of transport as an integral part of economic and social development and that it is essential to personal mobility to enable access to goods and services,
7. COGNIZANT of the increasing trend toward globalization of goods and services and the likelihood that transport volumes and transport demand will continue to grow creating increasing strains on the environment and health of citizens, particularly in urban areas,
8. RECOGNIZING that our further commitment to improving human well-being and the environment throughout the Pan-European region is needed, to minimize the negative impacts of transport,

9. FURTHER RECOGNIZING the benefits associated with an integrated policy approach to transport, health and environment,

I. THE CHALLENGE: TO PROMOTE SAFE, EFFICIENT, HEALTHIER AND MORE ENVIRONMENTALLY SUSTAINABLE TRANSPORT

10. COGNIZANT that current transport patterns are dominated by motorized road transport which disproportionately contributes to adverse effects on health and the environment and to the consumption of non-renewable resources,

11. NOTING that air pollution and greenhouse gas emissions, congestion, noise, road traffic accidents, injuries and fatalities and reduced opportunities to support a physically active lifestyle have considerable negative effects on health and the environment, particularly in urban areas,

12. NOTING that transport energy consumption and per capita CO₂ emissions continue to increase and that emissions per capita are expected to remain higher especially in some countries of Eastern Europe, Caucasus and Central Asia (EECCA) and South-East Europe (SEE) due to the disproportionate share of older cars,

13. AWARE of the declining share of rail transport, particularly in EECCA/SEE countries, which has so far shown good environmental performance and that this will require coordination of industrial development and transport infrastructure investments to reverse the trend,

14. NOTING the deteriorating conditions of public transport in urban areas in EECCA and SEE countries and its declining modal share,

15. AWARE of the importance of developing competitive urban transport solutions, including clean and efficient public transport and policies to encourage active, healthy and sustainable transport solutions, particularly in inner-cities,

16. AWARE that more than 100,000 people are killed in traffic accidents in Europe each year and the increasing number of road traffic accidents in EECCA/SEE in particular,

17. AWARE that urban sprawl is still continuing around many urban centres of the region, leading to longer travel distances which increase dependence on individual motorized transport,

II. THE ACHIEVEMENTS: WHAT HAS BEEN DONE?

18. RECALLING the progress achieved thus far through global, international and regional processes (annex II),

19. FURTHER RECALLING the progress achieved in the ratification and implementation by Member States of relevant multilateral agreements in the fields of

transport, health and environment (annex III),

20. RECOGNIZING the achievements made by Member States, including, inter alia:

(a) Efforts to consider health and environmental impacts of transport policies and improved institutional arrangements to support and enhance integration of three sectors,

(b) Improvements in developing clean, efficient, affordable, safe and accessible public transport systems,

(c) Use of fiscal and other policy instruments to promote environmentally-friendly transport and discourage individual motorized transport, in particular in urban areas,

(d) Policies to promote walking and cycling in urban areas,

(e) Development of sustainable transport plans to promote accessibility for people with reduced mobility,

(f) Further strengthening of emission standards and the use of clean fuels and technologies to support sustainable mobility, and

(g) Promotion of mobility management and eco-driving techniques.

21. RECOGNIZING the achievements of the THE PEP in its main priority areas, including: (i) Awareness-raising on the importance of integrated policy and decision-making; (ii) Support for demand management policies, strategies and actions at the international, national and local levels encouraging more environmentally-friendly and healthy transport and travel; and (iii) Capacity-building and knowledge-sharing to promote good practice in sustainable and healthy urban transport, in particular in EECCA/SEE countries

22. WELCOMING the substantive outputs of THE PEP, in particular THE PEP Clearing House, guidelines and recommendations to build capacity and promote knowledge sharing such as those stemming from sub-regional workshops on sustainable urban transport; guidance on policy integration, THE PEP toolbox and development of tools and methods for the economic valuation of transport-related health effects and benefits of walking and cycling,

23. ACKNOWLEDGING the joint activities of Member States in the framework of THE PEP, including the six country study on transport-related health effects with a particular focus on children and work on sensitive areas,

24. REGOGNIZING that despite the achievements, there are still considerable challenges to be addressed to ensure and promote integration of health and environment concerns into transport policies.

III. “*MAKING THE LINK*”: 3 PAN-EUROPEAN GOALS FOR TRANSPORT, HEALTH AND ENVIRONMENT

Therefore, we, the Ministers and delegates attending the Third High-level Meeting on Transport, Health and Environment

25. REAFFIRM our commitment to the following goals:

Goal 1: To reduce emissions

To reduce emissions of transport-related greenhouse gasses and other air pollutants as well as noise, through the promotion of clean vehicles and fuels through low emission technologies (electric, fuel celled or hybrid vehicles) and eco-driving techniques,

Goal 2: To promote health and safety

To reduce road traffic accidents, injuries and fatalities by supporting road safety measures and to encourage health-promoting mobility through walking and cycling, which are also supporting strategies to counteract obesity;

Goal 3: To manage sustainable mobility and promote a more efficient transport system

To reduce congestion and promote sustainable travel behaviour by managing mobility through the promotion of clean, accessible and affordable public transport, better land use planning and other demand management instruments such as road-pricing; to encourage increased transport efficiency through greater occupancy rates by car-sharing, car-pooling and eco-driving. These should involve relevant actors from the private sector and the local community and address issues of shared space, land-use planning and urban design, and

26. FURTHER REAFFIRM that cross-cutting goals should include: the support and encouragement of integrated policy and decision-making, focused on the particular needs of EECCA/SEE, the protection of ecologically-sensitive areas and protection of vulnerable populations (e.g. children, elderly and persons of reduced mobility).

IV. THE IMPLEMENTATION: MAKING IT HAPPEN

We, the Ministers and delegates attending the Third High-level Meeting on Transport, Health and Environment, agree to the following to contribute to the achievement of the above goals:

A. At national level: Development of [*National Environmental Transport and Health Action Plans (NETHAPS)*][*mechanisms*] to integrate environmental and health concerns into transport planning, policy- and decision-making

27. UNDERLINING the need to reflect environmental and health concerns in transport decision- and policy-making, commit to the development of [*NETHAPS*] [*mechanisms*

for integration] and, in the case of existing national environmental health action plans, to integrate transport policy aspects and to report on progress made on these by 2013,

28. AWARE of the need to support the implementation of commitments by Governments and in particular the development of [*NETHAPs*] [*mechanisms for integration*], request THE PEP to make available, including through the Clearing House and THE PEP Toolbox a resource framework of knowledge, tools and case studies on all road transport components that have an effect on health and the environment. In order to present evidence-based and cost-effective measures to reduce the effects of transport on health and the environment, this framework should cover at least the following areas:

- (i) transport infrastructures
- (ii) traffic management
- (iii) traffic behaviour (eco-driving and devices, travel behaviour)
- (iv) vehicle and related technologies
- (v) fuel technologies and
- (vi) legal and regulatory environments (taxes, road user charges, regulations, inspections, etc.). This would be targeted toward the general public, transport operators and vehicle manufacturers, as well as Governments at all levels (national, regional, municipal).

29. RECALLING the Polluter Pays Principle and the internalization of external costs, we underline the importance of promoting appropriate pricing mechanisms and economic instruments such as taxes, congestion or other road charges, subsidies, fuel excises, and fiscal schemes to induce sustainable transport solutions (e.g. clean fuels and vehicles, incentives for car pooling, walking and cycling, inner-city zoning, telecommuting and staggered working hours),

30. RECOGNIZING the value of Public-Private Partnerships (PPPs), [*we commit to support the development of PPPs on*] e.g., clean fuels, transport and public transport infrastructure development, noise abatement infrastructure and equipment on highways and in urban areas, cleaner and safer vehicle fleets and testing of transferability of sustainable and healthy urban transport alternatives in EECCA/SEE countries,

31. AWARE of the importance of integrating environmental and health concerns into transport decision- and policymaking, referring to inter alia, the guidance on supportive institutional conditions for policy integration of transport, health and environment (ECE/AC.21/SC/2008/8-EUR/08/5068055/8) and of promoting best practices in Member States.

B. At international level: Strengthening THE PEP as a policy framework

32. AWARE OF the need to further promote environment and health improvements in the region through, *inter alia*, the Pan-European Programme on Transport, Health and Environment (THE PEP) as a policy platform to promote action at national, regional and local levels,
33. RECALLING THE PEP framework established by the Second High Level Meeting and its priorities,
34. RECALLING that THE PEP is a process which contributes to the achievement of the Regional Priority Goal II of the Children's Environment and Health Action Plan for Europe (CEHAPE) and the forthcoming Fifth Ministerial Conference on Environment and Health (Italy, 2009), and further to the Johannesburg plan of implementation which recognized THE PEP as a partnership under regional Agenda 21,
35. RECALLING that the Second High-level Meeting requested the Third High-level Meeting, to re-examine the question of whether to start negotiations on a framework convention, taking into account progress made under THE PEP,

V. FUTURE COMMITMENTS AND WAY FORWARD THROUGH THE PEP

36. AGREE, in accordance with the above-mentioned goals, to implement the following commitments over the period 2009-2013, while strengthening the focus on the challenges faced by EECCA/SEE in a pan-European context (see annex I):
- (1) To implement policies which reduce transport-related emissions; promote safety and health in transport and managing sustainable mobility and improve transport efficiency,
 - (2) To pay particular attention to the needs of vulnerable groups (e.g. children, elderly or people with reduced mobility), with particular emphasis on urban areas and ecologically sensitive areas,
 - (3) To support the enforcement and compliance with technical emission controls and vehicle construction standards intended to reduce or control harmful pollutants,
 - (4) To further encourage the ratification and implementation of relevant multilateral transport and environmental agreements administered by UNECE (annex III),
 - (5) To reinforce the role of THE PEP as a platform for promoting greater policy integration and sustainable transport development in the UNECE and WHO/Europe region, particularly in the field of urban transport and to secure the necessary resources

and support, making use of THE PEP work on institutional guidance for integrated policymaking,

(6) To promote and exchange know-how and share good practice in THE PEP areas of work, particularly targeted toward the issues of relevance to EECCA/SEE countries,

(7) To support the development and implementation of tools needed to assess health impacts and environmental effects of transport-related interventions and economic appraisal of health effects related to walking and cycling, including by supporting pilot testing and capacity building initiatives,

(8) To encourage integrated transport developments and their effects on health and the environment into existing or new *[NETHAPS][mechanisms]*, as in IV A. above. These integrated national action plans would address: (i) the full external costs of transport, through the use of methodological guidance developed under THE PEP; (ii) the Polluter Pays Principle and (iii) mechanisms for monitoring and reporting on progress made at urban/local, national and international levels,

(9) To encourage increased allocation of resources to the development of safe cycling and walking infrastructure; to develop and implement national or sub-national plans for cycling and walking, including supporting mechanisms for their implementation; and to develop an international funding mechanism for the promotion of healthy and environmentally-friendly transport,

(10) To further consider the development of joint activities and collaboration with International Governmental Organizations (IGOs), the European Commission, International Financial Institutions (IFIs) and Non-Governmental Organizations (NGOs), especially in the area of advocacy, to set out a shared set of criteria which support policy integration and affordable and sustainable mobility and to promote Public-Private Partnerships (PPPs) and links with the private sector,

Furthermore, we the Ministers and delegates attending the Third High-level Meeting on Transport, Health and Environment:

(11) AGREE that the existing priorities of THE PEP remain valid and that, in order to achieve tangible results and more effective implementation, THE PEP Work Plan should reflect the above,

(12) COMMIT to strengthening the role of the Steering Committee on Transport, Health and Environment by ensuring high-level support from Governments and engagement by Member States and in providing guidance and strategic direction to THE PEP,

(13) COMMIT to the effective implementation of THE PEP including through allocation of adequate resources and financial means for carrying out the activities as outlined in the THE PEP workplan and to ensure adequate participation of representatives from EECCA/SEE countries,

(14) CONFIRM that the UNECE and WHO/Euro secretariats will continue to

provide secretariat services appropriate for the effective implementation of THE PEP,

(15) CONSIDER developing THE PEP as a centre of excellence (competence centre), to develop forward-looking thinking and proposals for future action on sustainable urban transport, urban ecology and innovative transport solutions,

(16) AGREE that the Steering Committee should continue to meet on an annual basis, while its tripartite Bureau should continue to meet twice yearly, in accordance with its Rules of Procedure (ECE/AC.21/2003/6, annex I)

(17) FURTHER DECIDE that mechanisms established at the second HLM [*will remain unchanged, i.e. THE PEP will be implemented by a Steering Committee with Member State representatives of all three sectors, supported by a joint UNECE/WHO secretariat and a Bureau with equal tripartite representation and annual change of chairmanship between the sectors*] OR [*will be amended as follows...*];

(18) REQUEST the Steering Committee to fine-tune its workplan to reflect the above commitments by Governments and the conclusions and recommendations of the Review Report on “Transport, Health and Environment: Trends and Developments in the UNECE–WHO Pan-European Region (1997–2007)” and the Assessment Report prepared under THE PEP,

(19) AGREE to continue monitoring the implementation of THE PEP and assess the progress achieved [at a fourth High-level Meeting, to take place no later than 2013].

Annex I

Guidance on implementation of commitments in EECCA/SEE countries

Proposals to implement the above commitments in particular in meeting the challenges of achieving sustainable (urban) transport in EECCA/SEE include the following:

(a) Organization of workshops and training seminars for the sharing of information and exchange of good practice on sustainable urban transport, drawing lessons from the outcomes of the Cyprus, Moscow, Tbilisi and Telc workshops;

(b) Support for twinning programmes between administrations in Western European and EECCA/SEE countries in transport, health and environment including the exchange of experts and civil servants to provide opportunities for cross-fertilization and capacity building;

(c) Support for the development of training packages (e.g. summer school) addressed to civil servants and experts from different sectors and countries to provide opportunities to develop a common understanding of challenges, solutions and opportunities and means for policy integration and intersectoral collaboration;

(d) Development of projects and programmes to assist countries with economies in transition in EECCA/SEE to attain more environmentally-friendly and safer transport systems;

(e) Support for the development of better information systems for improved transport, health and environment statistics for the region, including on road traffic accidents, urban air quality and noise-emission and exposure data, and GIS/spatial information on transport, zoning and land-use planning;

(f) Promotion of THE PEP as a marketplace of ideas for sustainable and healthy transport, forward- looking solutions and good practice, etc. through the Clearing House, THE PEP Toolbox, online discussion groups, etc;

(g) Exploration of the potential to use THE PEP as a model for other regions, when requested. This could begin with urban Asia, in collaboration with United Nations Environment Programme (UNEP) Bangkok/Economic and Social Commission for Asia and the Pacific (ESCAP), to share good practice on policy integration and sustainable urban transport, with a focus on urban air quality, noise, congestion and accidents, based on the UNECE and WHO experience.

Annex II

Relevant global, international and regional processes

- (a) RECALLING: The United Nations' Millennium Development Goal number 7 (Ensure Environmental Sustainability) which seeks to integrate the principles of sustainable development into country policies and programmes and reverse loss of environmental resources,
- (b) The Commission on Sustainable Development's (CSD) fourteenth session (<http://www.un.org/esa/sustdev/csd/csd14/csd14.htm>) in 2006 and fifteenth session in 2007 focused on atmosphere and air pollution,
- (c) Chapter 9 of Agenda 21, on "Protection of the Atmosphere," with particular reference to (a) energy development, efficiency and consumption; and (b) transportation,
- (d) Agenda 21 which notes that activities undertaken in pursuit of the objectives of this chapter should be co-ordinated with social and economic development in an integrated manner with a view to avoiding adverse impacts on the latter, taking into full account the legitimate priority needs of developing countries for the achievement of sustained economic growth and the eradication of poverty,
- (e) The Rio + 10 World Summit on Sustainable Development and its Plan of Implementation (Johannesburg, 2002),
- (f) The 1979 Convention on Long-range Transboundary Air Pollution, its 1999 Protocol to Abate Acidification, Eutrophication and Ground-level Ozone (Gothenburg Protocol), the 1998 Protocol on Persistent Organic Pollutants, the 1998 Protocol on Heavy Metals, the 1985 Vienna Convention for the Protection of the Ozone Layer, the 1987 Montreal Protocol on Substances that Deplete the Ozone Layer as amended, the 1992 United Nations Framework Convention on Climate Change (UNFCCC) and its 1997 Kyoto Protocol,
- (g) The renewed efforts of Member States Party to the UNFCCC Convention to mitigate greenhouse gas emissions including from transport through a future negotiated agreement subsequent to the expiration of the Kyoto Protocol in 2012,
- (h) Relevant Directives, decisions and programmes of the European Commission, including inter alia, the Thematic Strategy on the urban environment, its recommendation for sustainable urban transport plans (SUTPs), the Green Paper: "Towards a new culture of urban mobility", CIVITAS initiative for clean urban transport and the Intelligent Energy Europe (IEE) Programme for the promotion of alternative fuels and energy efficiency in transport, and
- (i) The Central European Initiative's (CEI) task force on environment and transport and its efforts to promote Environmentally Sustainable Transport ("EST goes East") in Central Europe

Annex III

Relevant multilateral agreements in the fields of transport, health and environment

UNECE Environment Conventions

1979 Convention on Long-range Transboundary Air Pollution (LRTAP Convention) and its eight Protocols

1991 Convention on Environmental Impact Assessment in a Transboundary Context (Espoo Convention)

1992 Convention on the Protection and Use of Transboundary Watercourses and International Lakes (Water Convention) and its Protocol on Water and Health

1992 Convention on the Transboundary Effects of Industrial Accidents

1998 Convention on Access to Information, Public Participation in Decision-making and Access to Justice in Environmental Matters (Arhus Convention)

UNECE Transport Conventions

1998 Agreement on Regulations for the Construction of Vehicles (Global Technical Regulations),

1997 Agreement Concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of Such Inspections and its Addenda

WHO Health agreements

2007 European Charter on Counteracting Obesity (EUR/06/5062700/8 - E89567)

2005 Regional Committee Resolution on Prevention of Injuries in the WHO European Region (EUR/RC55/R9)

2004 World Health Assembly Resolution on the Global Strategy on Diet, Physical Activity and Health (WHA57.17)