

**REPORT OF THE SEVENTEENTH MEETING OF THE BUREAU OF THE
STEERING COMMITTEE OF THE TRANSPORT, HEALTH AND ENVIRONMENT
PAN-EUROPEAN PROGRAMME (THE PEP)**

9-10 July 2012, Copenhagen

A. Objective

1. The Bureau of THE PEP Steering Committee met on 9 to 10 July 2012 in Copenhagen to discuss preparations for THE PEP 2012 Symposium (14 November), the 10th session of the Steering Committee (15 November) to be held at WHO Headquarters in Geneva and to begin preparing for the 4th High Level Meeting on Transport, Health and Environment, to be held in Paris and Marne La Vallée in April 2014. The meeting was hosted by WHO/Europe.

B. Participation

2. The meeting was chaired by THE PEP Steering Committee chair Mr. Philippe Maler (France) and attended by Bureau members or their alternates, as follows: Mr. Robert Thaler (Austria); Ms. Nadine Asconchilo (France), Mr. Dmitry Kazmin and Mr. Igor Titov (Russian Federation), Mr. Bart Cobbs, (United States of America).

3. The meeting was joined via telephone conference by Mr. Hadrien Michel and Mr. Tamer Rabie, representatives of the World Bank's Marseille Centre for Mediterranean Integration (CMI) and by Ms. Paulina Potemski of the French Institute of science and technology of transport planning and networks (IFSTTAR).

4. The secretariat was represented by Mr. Martin Magold, UNECE Transport Division, Ms. Brinda Wachs, UNECE Environment Division, Mr. Srdan Matic, Ms. Francesca Raccioppi, Mr. Christian Schweizer and Ms. Julia Solovieva, World Health Organization/Regional Office for Europe in Copenhagen.

C. Results from RIO+20

5. Mr. Matic informed on the results of the Conference on Sustainable Development in Rio de Janeiro, Brazil (Rio+20) in June 2012, in particular its outcome document, "The Future We Want", which includes references to Regional Commissions and to environment and health, and four paragraphs on sustainable transport (A66/L.56, paras. 132-133 and 136-137). He noted the Conference considered obesity a complex phenomenon, related to transport, environment, physical activity and physical and mental health and that active transport was seen as part of the policy response to combat obesity. Civil society and other non-traditional actors (e.g. environmental NGOs, sports associations, women's associations, etc.) would play a stronger role in environment and health in the coming years.

6. The Bureau recommended the Steering Committee, at its 10th session, to discuss how preparations for the 4th High Level Meeting (4HLM) and future activities may reflect the outcome, and support the follow-up, to Rio+20, in particular concerning the future of cities. This could include an increased emphasis on individual and community well-being, physical and mental health and healthy and sustainable ("green and clean") urban livelihoods. Future scenarios of urban living call on transport, health and environment policymakers to incorporate demographic change, such as the increase in the aged population, influx of migrants and the need to adapt cities to climate change, while taking account of the needs of other vulnerable populations, such as children, disabled and the poor.

7. In view of THE PEP contribution to the European Environment and Health Process (EEHP) consideration should be given to how to promote the engagement of the transport sector, notably in the upcoming meetings of the European Environment and Health Management Board (EHMB) and Task Force (TF). The next meeting of the EHMB is scheduled for 16 November 2012 in Baku.

D. Implementing the Amsterdam Declaration

8. THE PEP Partnership. The Bureau discussed THE PEP Partnership, including expanded case studies on active transport for which a consultant, James Woodcock of Oxford, was engaged. Future Partnership projects may include investment in eco-driving or mobility management, further work on HEAT for walking

and cycling and the Trans-Danube project. WHO would prepare a matrix of sectors and relevant financial instruments that make up the EU financing system in order to help THE PEP secretariat and Member States in accessing funds through the EU.

9. National Transport, Health and Environment Action Planst (NTHEAPs). The NTHEAPS manual, to help Member States develop their National Transport, Health and Environmental Action Plans, was being finalized and would be presented to the Steering Committee in November. The draft manual is structured as follows: chapter I “Setting the scene”, chapter II “Towards NTHEAPS” and chapter III: “Tools and methods”. A template for developing NTHEAPs and some case studies are in the annex.

10. THE PEP Staffete. The last relay workshop, which took place on 7-8 June 2012 in Moscow, attracted some 170 participants. The programme underlined main challenges in the Russian Federation in pursuing sustainable urban transport, e.g. obstacles to integrating transport, health and environment policies and in achieving cross-sectoral coordination. The absence of engagement by the Ministries of Health and Environment was particularly noted. Also noted were the difficulties in coordinating among municipalities, regional and federal policies and laws and there was a need for greater advocacy in raising awareness in general on green economy and sustainable urban development. The organizers of the workshop (NIIAT) planned to publish the results and would remind speakers to send abstracts of their presentations and summaries of remarks.

11. With regard to future staffete, talks were underway with Norway on the possibility to hold, in 2013, a workshop on the tentative topic of “Mobility under harsh meteorological conditions” and possibly with Lithuania on walking and cycling in June 2013, to kick-off the EU Presidency. A workshop in Norway could possibly include issues related to adapting transport to climate change and preparedness for extreme weather events in urban areas. The secretariat would contact Norway and Lithuania and report to the Steering Committee this November.

12. The output of the entire series of staffete would be compiled into a Compendium of Best Practices in Environment and Health-friendly Urban Transport, for endorsement by the 4HLM. This would include policy recommendations and lessons learned across a variety of economies and environmental situations. France offered to contribute to the preparation of the Compendium, noting it should focus on action points for policymakers agreed at the end of each workshop. Depending on the views of the Steering Committee, the Compendium could be prepared by a drafting group, with representatives of each of the staffete workshops, including hosts of the workshops, to give ownership to the Compendium and ensure its relevance.

13. The Bureau stressed the importance of following up the results of the workshops, including an assessment of longer term impact and outcomes of the workshops, to ensure the usefulness of the process. Representatives of the Czech Republic, the former Yugoslav Republic of Macedonia, Georgia and Ukraine would be requested to update the Steering Committee on progress made toward urban sustainability and integrated policy coordination following the workshops held, respectively, in Průhonice (2009), Skopje (2010), Batumi (2010) and Kiev (2011).

E. Towards the 4HLM

14. The Bureau held preliminary discussions on the organization and content of the Fourth High-level Meeting with input and a slide show by France. The 4HLM will be held as an associated event of the Transport Research Arena (TRA) 2014¹, alongside several other transport events, such as: an International Transport Forum (ITF) Seminar Task Force, an Intelligent Transport Systems (ITS) seminar and the Transport Research Board (TRB) event on Women’s Issues in Transportation.

15. Dates for the events are expected to be either 15-17 April or 22-25 April 2014. The Meeting will be held in two locations: the technical part of the programme will be held in Marne la Vallée at Paris Cité Descartes University campus, in order to facilitate interactions with the transport research and scientific community; the high level (ministerial) parts will take place at the French Ministry of Health in the centre of Paris.

¹ The Transport Research Arena (TRA) is a regular and periodic conference to exchange knowledge, drive innovation, foster dissemination and enhance implementation. TRA 2014 will aim at reaching all modes of surface transportation, in particular railway, inland waterways and maritime transport and logistics (passengers and freight). Information available from <http://www.zapaday.com/event/366459/2/Transport+Research+Arena.html>.

16. The Bureau agreed that the theme of the 4HLM should be supportive, or at least not conflicting with the theme of this year's International Transport Forum: "Transport in a changing world", encompassing both demographic changes and climate change. Some questions raised by the theme could include:

- (a) What kinds of environmentally-friendly and healthy transport are best in our changing world?
- (b) How can transport systems best serve people and their environments' evolving needs?
- (c) How can we reduce transport's ecological footprint?
- (d) How best can we minimize transport's negative impact on health?
- (e) How can we adapt transport (infrastructure, policy and governance) to prepare for the expected increase in extreme weather events and minimize negative impacts on urban environment and health?
- (f) How can we maximize possible returns from investments in sustainable transport options?

17. The results of the ongoing work by CERTU (France) would provide a launching of possible regulatory initiatives at the international level that could be advanced during the 4HLM. As discussed at the special Bureau session on 9 March 2012 in Paris and with a view to further promoting active modes of travel, CETE East and CERTU (technical services of the French Ministry for Ecology, Sustainable Development, Transport and Housing) are establishing an inventory of regulations and practices in the field of signs and signals for cyclists and pedestrians in the UNECE and WHO/Europe region. The objectives of the study are: to assess existing provisions or those under negotiation at international level for applicable signs and signals for cycling lanes and pedestrian paths; to design proposals for signs and signals common to pan-European states, strengthen and promote sustainable and active means of travel and to compile a compendium of good practices for countries participating in THE PEP and propose concrete recommendations.

For this purpose, a questionnaire was designed that covers:

- Regulatory signs (danger warning, priority, prohibitory/restrictive, mandatory)
- Road markings and direction, position or indication signs
- Tourism signs
- Service signs

18. By 1 September 2012 replies were received from 7 countries: Czech Republic, Italy, Russian Federation, Switzerland, United Kingdom, Ukraine and USA. First results will be presented at THE PEP Steering Committee and may be an input to the 4th High-level Meeting.

19. Possible ways of engaging the active participation of youth networks and art or film schools were explored as well as the use of social media.

20. The Bureau and the representatives of France proposed a preliminary schedule, as follows:

Day 1 (Wednesday) Venue: Marne-la-Vallée, all day

AM and PM: Exhibitions

PM: Technical session of THE PEP as an associated event of TRA, meeting with researchers (e.g. on the WHO/Europe Health Economic Assessment Tool (HEAT), the APHEKOM project, and others²).

²WHO/Europe Health Economic Assessment Tool (HEAT) <http://heatwalkingcycling.org/>;
Improving Knowledge and Communication on decision-making on air pollution and health in Europe (The Aphekom project - www.aphekom.org).

Day 2 (Thursday) Venue: Marne la Vallée (morning) and Ministry of Health, Paris (evening)

AM: Joint THE PEP/ITF seminar and results of implementation of the Amsterdam Declaration: e.g. Initiative by the Scientific and Technical Network of the Ministry of Ecology, Sustainable Development and Energy of France (CERTU) on signs and signals for active transport; launch of the NTHEAP manual; staffete compendium and others.

PM: Final preparatory meeting of the Extended Bureau.

Day 3 (Friday) Venue: Ministry of Health, Paris, all day

AM: Debate or roundtable with past THE PEP Chairs / Youth network panel discussion / Art exhibit and/or a film.

PM: THE PEP Ministerial segment to adopt Paris Declaration, followed by a technical visit and/or social event.

21. The committee may wish to endorse the following proposed schedule for preparing the 4HLM and the (Draft) Paris Declaration:

- **16 Nov 2012:** Geneva, WHO (Bureau).
- **Spring 2013:** (Extended Bureau, back-to-back with next workshop “staffete”).
- **July 2013:** Copenhagen (Extended Bureau, with interpretation).
- **29 Nov 2013:** Geneva, Palais (Extended Bureau, with interpretation; draft declaration in the three languages).
- **2013-14:** Possibly an extra-ordinary meeting in Paris to finalize the Draft Declaration.
- **April 2014:** Paris.

22. The Bureau invited the secretariat to submit a concept note and a list of preparatory meetings leading up to the 4HLM for the approval of the Steering Committee.

F. Preparation for the Steering Committee meeting and THE PEP 2012 Symposium

23. The Bureau discussed draft documents prepared by the secretariat for the Steering Committee. Documents would be finalized by the deadline of 22 August and submitted to the Committee for its tenth session on 14-15 November 2012 at the WHO headquarters in Geneva. English Only documents must be prepared by 1 October and informal documents by 1 November 2012.

24. The Steering Committee session (15 November) would be preceded by THE PEP 2012 Symposium (14 November) on the Amsterdam Declaration Goal 3: Reduction of Emissions of Transport-related Greenhouse Gases and Noise. The secretariat would contact possible speakers for the 2012 Symposium, based on a draft concept note. It was agreed to begin with a key note speaker, to introduce policy options that would best address the multiple issues posed by transport while capitalizing on its benefits (Carlos Dora of WHO Headquarters). The key note would be followed by two briefings of the latest developments on the understanding of the health effects of air pollution and noise.

25. Once describing the challenges and state-of-the-art, the key note and briefings would be followed by a roundtable or panel discussion moderated by a journalist, focused on solutions (such as through mobility management, electric mobility, cloud-computing) and on the reduction of emissions from transport of air pollution and noise. The audience should consist, not only of delegation but also of staff members of WHO and ECE working in related areas.

G. Communication and international cooperation

26. The Bureau held a telephone conference with representatives of the World Bank/CMI in Marseille in order to explore areas of collaboration, in particular concerning links between THE PEP outreach to the

Mediterranean region and CMI's health and environment programme. The countries involved in the CMI's Mediterranean initiative are: Jordan, Lebanon, Morocco, Tunisia and Egypt. Preliminary conversations with the West Bank and Gaza strip have been held. The focus of the CMI work on health and environment was on indoor and outdoor air pollution, access to water and water scarcity. The secretariat noted outreach by UNECE to North Africa under the Environment Performance Review (EPR) programme, which would be conducting an EPR of Morocco in 2012-2013, in cooperation with the UN Economic Commission for Africa. It was agreed that the secretariat would share with the CMI relevant information about THE PEP and the tools and approaches it has developed. In addition, CMI representatives would be invited to participate in the Steering Committee meeting in November.

H. Other business.

27. WHO and ECE informed on the status of THE PEP Trust Fund and possibilities to update and maintain the Clearinghouse by hiring temporary staff.

I. Next meeting of the Bureau

28. It was agreed to hold the next meeting of the Bureau on 16 November 2012 in Geneva at Headquarters of WHO, following the 10th session of the Steering Committee. The Bureau would discuss, in particular, the preparatory process for the 4HLM.
