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agenda item 5 (a))

INTERSECTORAL ACTIVITIES

Transport, Health and Environment Pan-European Programme (THE PEP)

Note by the secretariat

A. MANDATE

1. In accordance with the request of the Bureau, contained in its list of decisions taken at its meeting on 20 February 2004 (TRANS/BUR.2004/5), the secretariat has prepared the following report that highlights:

- (a) the extent to which items emanating from the Vienna Conference have been integrated in THE PEP;
- (b) the way in which THE PEP takes into account transport-related issues.

B. THE EXTENT TO WHICH ITEMS EMANATING FROM THE VIENNA CONFERENCE HAVE BEEN INTEGRATED IN THE PEP

2. In May 2001, the High-level Meeting on Transport, Environment and Health, following a thorough review of national and international activities in the Vienna Programme of Joint Action (POJA) by the UNECE Joint Meeting on Transport and the Environment (JMTE), endorsed the prioritization of further work in the follow-up to the Vienna and also the London processes. With

a view to increasing visibility, quality and impact of future activities in the fields of transport, environment and health as well as ensuring cost-effective use of limited resources, the High-level Meeting also endorsed the proposals for the rationalization of the international institutional mechanisms that had been established under the Vienna and London follow-up processes (ECE/AC.21/2001/3, annex).

3. In a mandated mid-term review on the implementation of the Vienna Programme of Joint Action (POJA), endorsed by the High-Level Meeting in July 2002, an extensive evaluation on experiences in the supervision, monitoring and implementation of POJA during the first 5 years has been undertaken (ECE/AC.21/2002/3). This review showed that the supervisory role accorded to JMTE had often remained at very superficial and sometimes even unsatisfactory levels due to lack of commitment (lack of lead actors, etc.), resources and adequate procedures. It also turned out that an assessment of the level of implementation of POJA at national and international levels was very difficult due to the lack of well functioning monitoring procedures and lack of information about the status of the more than 100 POJA programme activities varying from general policy level issues to very specific and technical assignment^{1/}. Nonetheless, in spite of some gaps in the implementation of POJA activities that had become apparent in a number of fields, particularly in countries in transition, the review showed that some progress had been made, particularly in areas that were addressed by the Lead Actors (for details, see ECE/AC.21/2002/3).

4. As a result, the High-Level Meeting decided in July 2002 to establish THE PEP as the means whereby the London and Vienna processes are consolidated, rationalized and taken forward.

5. At present, THE PEP consists of the following three components:

(a) The PEP Policy Framework focusing on the following priority areas:

- integration of environmental and health aspects into transport policy;
- demand side management and modal shift;
- urban transport;
- cross-cutting issues (specific needs and problems of Newly Independent States (NIS) and South Eastern countries as well as ecologically particularly sensitive areas of the region.

^{1/} The POJA contains more than 100 programme activities for implementation at national and international levels in the following areas: (1) Towards sustainable transport; (2) Promoting less polluting vehicles and fuels; (3) Promoting efficient and sustainable transport systems; (4) Protection of sensitive areas; (5) Promoting sustainable urban transport; (6) Promoting safe transport of dangerous goods; (7) Limiting the environmental impact of aircraft and ships (ECE/RCTE/CONF./3/FINAL).

(b) THE PEP Work Plan, outlining a few specific and concrete activities that could serve as examples of how tangible progress could be made in the priority areas. These activities should be undertaken possibly on a step-by-step basis, in cooperation with other international organizations, taking into account the work that has been undertaken so far (for details see ECE/AC.21/2002/9).

(c) THE PEP Steering Committee that replaces the UNECE Joint Meeting on Transport and the Environment (JMTE) and its expert group as well as the London Charter Steering Group of WHO/Europe.

6. At present, the following projects are carried out under THE PEP:

- Clearing House on Transport, Environment and Health;
- Sustainable and healthy urban transport and land-use planning;
- Transport related health impact and their costs and benefits with particular focus on children;
- Indicators to monitor integration of environmental and health aspects into transport policies;
- Energy efficient driving behaviour;
- Practical guidance on institutional arrangements and mechanisms for integrated policy and decision-making;
- Promotion of safe walking and cycling in urban areas;
- Improving cost-benefit analysis of cycling infrastructure investments.

7. These projects have been selected and are monitored by THE PEP Steering Committee, its Bureau and by project specific Task Forces or Advisory Boards. The projects are carried out or are coordinated by the UNECE and WHO/Europe secretariats relying, to a large extent, on extra-budgetary resources and/or by interested Governments and international organizations.

8. In addition, the High-level Meeting, establishing THE PEP, has also mandated THE PEP Steering Committee to serve as a forum where activities in the Vienna Programme of Joint Action, that do not fall under the priorities established by THE PEP, can be reported on and taken note of (ECE/AC.21/2002/9, para. 7).

9. Thus, taking account of work undertaken in the field of transport, environment and health in other international fora at the international and regional levels, a deliberate choice has been made by UNECE and WHO/Euro member States to focus work under THE PEP on a few limited areas and on some concrete projects only. Provisions exist, however, to allow for reporting and possible consideration of all activities identified in the POJA in the new consolidated THE PEP Steering Committee.

C. THE WAY IN WHICH THE PEP TAKES INTO ACCOUNT TRANSPORT-RELATED ISSUES

10. By its very nature, the objectives of THE PEP are to consolidate and implement priority areas selected on the basis of the London and Vienna processes towards integrating environmental and health aspects into transport policies. THE PEP intends to bring together the three sectors as well as relevant stakeholders for promoting healthy and environmentally friendly mobility in the region, notably through integrated decision-making among the sectors and different levels of administration.

11. THE PEP Steering Committee constitutes the principal decision-making body for all WHO-UNECE activities on transport, environment and health and is responsible for giving guidance and strategic directions on the implementation of all THE PEP activities (ECE/AC.21/2002/9, annex 3).

12. The sessions of the Steering Committee are open for representatives of UNECE and WHO/Euro member States and organizations representing the transport, environment and health sectors (ECE/AC.21/2003/6, annex 1). The Steering Committee is assisted by a tripartite Bureau consisting of twelve members, representing the three sectors and the different parts of the region on an equal footing (three representatives of each sector). The representatives of the transport sector are at present: Mr. R. Saari (Finland), Mr. B. Griffioen (Netherlands), Mr. V. Donchenko (Russian Federation) and Mr. N. Dotchin (United Kingdom) (ECE/AC.21/2004/14).

13. According to the list of participants, out of the 29 UNECE member countries represented at the last session of THE PEP Steering Committee (29-30 March 2004), 18 countries had representatives of Ministries of Transport, Infrastructure or Communications in their delegations.

14. Detailed information on all activities carried out under THE PEP is available on the dedicated THE PEP web site administered by the UNECE <http://www.thepep.org/en/welcome.htm>.
