



**Economic and Social
Council**

Distr.
GENERAL

ECE/AC.21/2003/5
EUR/03/5040828/5
13 February 2003

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
(First session, 10 and 11 April 2003)

DRAFT

**ESTABLISHMENT OF A SET OF INDICATORS TO MONITOR THE INTEGRATION
OF ENVIRONMENTAL AND HEALTH ASPECTS INTO TRANSPORT POLICIES,
AND THEIR IMPACTS ON HEALTH AND THE ENVIRONMENT**

Project proposal by the WHO and UNECE secretariats

I. INTRODUCTION

1. This paper has been prepared by the secretariat for submission to the Steering Committee of the Transport, Health and Environment Pan-European Programme (THE PEP) at its first session, 10-11 April 2003, under agenda item 4(d) on “Implementation of activities in THE PEP work plan”.
2. It presents a proposal to further advance international work for the identification of a set of indicators, which builds on and expands further the work that is already being carried out by the WHO, UNECE, EEA and OECD. It contributes thereby to addressing one of the key priority areas identified in THE PEP, the “Integration of environmental and health aspects into transport policies”,

through the implementation of priority action I.2. in the work plan, “Define and adopt environment and health targets, identification of indicators for monitoring of the implementation and of impacts, development of reporting mechanisms.”¹.

3. The Steering Committee may wish to discuss and endorse the proposal, as described in this paper. It may also wish to explore ways of extending its scope to cover the interests of the whole region and to promote it at the pan-European level. Delegations are invited to consider their possibilities to contribute to the implementation of the project.

II. RATIONALE AND BACKGROUND

4. Much data is currently collected in European countries that could inform about the effects of transport on health and the environment and on progress towards the achievement of greater integration of health and environmental consideration in the development of transport policies. While some progress has been achieved in the field of monitoring the integration of environmental aspects into transport policies, as shown by the set of indicators and reporting systems on Transport and the Environment developed by the EEA and the OECD (see para. 7), health aspects have not yet been fully incorporated in these systems. In addition, reports and data from Newly Independent States and Southern Eastern European countries have not yet been included.

5. The need to “implement and, if needed, further develop systems for monitoring transport-related exposures and impacts on environment and health” was already identified in the plan of action of the Charter on Transport, Environment and Health², along with a call to the WHO and other international organizations to “Develop indicators and guidelines for measuring and monitoring the health effects of transport on the general population and in groups and areas at higher risk, and assess the effectiveness of interventions to minimize those effects”.

III. RELEVANT ONGOING ACTIVITIES

6. Four initiatives are especially relevant for the further development of indicators to monitor and report on the integration of environmental and health aspects into transport policies and to assess the impacts of these on health and the environment:

(a) EEA TERM (Transport and Environment Reporting Mechanism) initiative

¹ ECE/AC.21/2002/9-EUR/02/5040828/9, Annex I, Action I.2.

² Charter on Transport, Environment and Health (1999) Third Ministerial Conference on Environment and Health, London, 16–18 June 1999. Copenhagen WHO Regional Office for Europe, 1999 available at URL http://www.euro.who.int/document/peh-ehp/charter_transporte.pdf (accessed on 3 January 2003)

Following the mandate given by the 1998 Cardiff summit of the European Council, the European Environment Agency – in cooperation with the European Commission – has developed an indicator-based reporting system to monitor the integration of environmental concerns into EU transport policies³. The first two indicator-based reports developed under the Transport and Environment Reporting Mechanism (TERM 2000, TERM 2001) covered the 15 members of the European Union. In its latest report (2002), the TERM scope has been broadened to include in the assessment also the 13 EU accession countries. Eurostat and UNECE are the major providers of the statistics on which the reports build. The TERM set of indicators includes some of relevance to health (addressing traffic accident fatalities and injuries, some aspects of exposure to air pollution and noise). It also includes indicators to track progress in policy areas such as pricing (e.g. internalisation of externalities related to environmental and health impacts), infrastructure development, technology, management integration. It provides a valuable departure point for further developing the monitoring of environmental and health effects of transport policies at the pan-European level. In particular, consideration could be given to revising and expanding the TERM indicators with a view to fully incorporating health aspects, as well as to extending, as much as possible, the geographic scope of the system to countries with economies in transition, with appropriate adaptations. This work could be developed taking into account an on-going initiative within the WHO to establish indicators for environmental health reporting (further detailed in paragraph 7.b), and aim at assessing the feasibility and take steps necessary to cover health aspects that so far have remained relatively neglected (such as those related to physical activity and noise).

(b) WHO development of a core-set of indicators for environmental health reporting in the European region

The WHO European Centre for Environment and Health in Bonn is implementing an Environmental Health (EH) indicator system based on internationally agreed methodology and comparable data⁴. This monitoring and reporting system is part of the WHO efforts to provide its member States with tools that facilitate the assessment of health effects related to environmental conditions. The system will be one of the components of an “information platform” to be recommended for endorsement to the 4th Ministerial Conference on Environment and Health, Budapest, 2004. The indicators have been developed in collaboration with the EEA, in order to maximize the possibility of data exchange between

³ Additional information on TERM, TERM reports published to-date and indicator fact sheets can be found on the web site: http://themes.eea.eu.int/Sectors_and_activities/transport (accessed on 13 January 2003)

⁴ Additional information on the web site: <http://www.euro.who.int/EHindicators> (accessed on 13 January 2003).

these two organizations and member States. The core-set of indicators aims at assuring uniform assessments across risk factors, coherent reporting from local to national level, and comparability between countries by proposing a harmonized reporting system and a standard format of communicating the evidence to decision-makers. The core-set has been pilot tested in a number of western and eastern European countries, with a view to maximizing the geographic coverage and the participation in the system of countries from all over the region. The core-set includes indicators relevant to monitor some of the effects of transport on health, namely through air pollution and road traffic injuries. These indicators could be used as a basis to complement the TERM set in order to improve the monitoring of transport-related health effects in relation to transport. In addition, other indicators could be developed to improve the ability to address transport-related health issues (e.g. addressing levels of walking and cycling).

(c) UNECE transport and road safety statistics

The UNECE has developed a database covering transport data (infrastructure, vehicle production, fleet, exports/imports, performance, costs...); employment in the transport sector; air emissions, urban air quality; transport waste and chemical accidents, road salt use; noise exposure; data on national policies and expenditure to abate environment impacts of transportation. In addition, the UNECE runs one of the reference data-bases for road safety, covering the pan-European region, in addition to Canada and the United States of America.

(d) UNECE environmental monitoring

In preparation for the Environment for Europe Ministerial Conference (Kiev, May 2003), the UNECE supports the preparation by the EEA of the third assessment report, which includes inter alia chapters on health and transport, in cooperation with the EEA and the WHO. The UNECE assisted in collecting data from the NIS and other countries not covered by the EEA networks.

(e) OECD reporting system on transport and environment

The OECD has developed a system similar to the TERM one⁵, to assess the integration of environmental concerns into transport policies in its member States.

⁵ OECD: Environment Directorate, Environment Policy Committee – Working Group on the State of Environment “Indicators For The Integration Of Environmental Concerns Into Transport Policies ENV/EPOC/SE(98)1/FINAL, 8 October 1999 (www.oecd.org)

IV. OBJECTIVES OF THE PROJECT PROPOSAL

7. This proposal aims at taking stock of the work going on at the international level, to further develop the existing sets of indicators to include health aspects, building on the collaboration already existing between the WHO and EEA, as well as to support the establishment of indicators addressing the situation of CIS/NIS, in particular by:

- (a) Establishing a pan-European reporting system on the integration of health and environment aspects into transport policies and on the impacts that these policies have on health and the environment.
- (b) Providing a forum for reporting on the attainment of specific environment and health targets to be set in relation to transport policies.
- (c) Agreeing with member States on the collection of a minimal set of data to improve the coverage of the TERM mechanism, including also indicators related to the health impacts of transport and covering also the NIS countries.

V. WORKPLAN AND DELIVERABLES

8. This project will identify indicators, using existing data and work under way, to inform about transport, environment and health links and about progress in achieving environmental and health targets in relation to transport policies. It will also propose a strategy to monitor these links and report trends in the region.

9. It will be implemented under the overall supervision of THE PEP Steering Committee, and be co-ordinated by the WHO and UNECE secretariat in close partnership with the EEA, and in consultation with member States and other relevant organizations.

10. The deliverables will include:

- (a) A set of indicators for monitoring the relationship between transport, environment and health in the region, which is compatible with and complementary to the work carried out by other organizations;
- (b) Reports based the indicators. Such reports will also be made available through the Clearing House on Transport, Environment and Health to be established under THE PEP. It could be issued as part of the TERM reports series, or as a separate report.

11. The plan of work consists of the following steps, and it is expected to be carried out over a period of 24 months:

- (a) Establishment of a Task Force with EEA, OECD, Eurostat, and country experts from research institutes, Governments, other IGOs and NGOs to propose a revised set of indicators, together with a draft monitoring and report strategy. The Task Force would meet 2 times and would base its work on a background paper prepared by a consultant reviewing relevant on-going work and identifying gaps and synergies. (months 1-2 for consultant work, months 3-9 for the Task Force)
- (b) Discussion and endorsement of the provisional set of indicators and the monitoring and reporting strategy by THE PEP Steering Committee at its second session in April 2004, based on the report prepared by the Task Force.
- (c) Feasibility assessment (including pilot testing and identification of sources of necessary data) for those indicators not yet monitored as part of on-going reporting systems, discussed and followed-up by the Bureau to the Steering Committee on the basis of the Task Forces evaluation (months 10 – 18).
- (d) Endorsement by THE PEP Steering Committee of the final set of indicators based on recommendations of the Task Force and outcome of the feasibility assessment (month 18).
- (e) Preparation a first pan-European indicator-based report of transport, health and environment impacts in the region (month 18-24), and its dissemination through the Clearing House on Transport, Environment and Health and the EEA TERM mechanism.

VI. ESTIMATED RESOURCES:

12. The costs for the implementation of the project have been preliminarily estimated as follows:

- Preparation and finalization of a background paper by a senior consultant: ca. US\$ 10,200.
- Organization of 3 meetings of the Task Force (with in-kind support provided by hosting institution), including support for ca. 5 participants per meeting from NIS countries, at ca. US\$ 2,000 per participant: (US\$ 2,000 x 3 x 5) Total US\$ 30,000.
- Additional human resources to support to the Secretariat (9 months person-time at US\$ 5,100 /month) = US\$ 45,900
- Identification and acquisition of relevant data on usable format, and pilot testing of some of the indicators: (in-kind contribution of participants in the pilot testing)

- Production, translation (Russian and French), publication and dissemination of the status report: ca. US\$ 25,000.
- Launch of the first report at a final Workshop: US\$ 20,000.

Total US\$ 131,100

NB: It should be noted that these cost estimates assume that additional resources in the order of ca, US\$ 100,000 would be made available through, e.g. in-kind donations provided by institutions hosting meetings and participants, person-time of technical experts made available to the Secretariat and the Task Force, technical resources, data and computation time)
