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

Thirteenth session

Geneva, 17–18 November 2015

Reports of the Steering Committee of the Transport, Health and Environment Pan-European Programme on its thirteenth session and of the Bureau of the Steering Committee on its twenty-eighth meeting

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I. Introduction

1. The Steering Committee of the Transport, Health and Environment Pan-European Programme (THE PEP) held its thirteenth session on 17 and 18 November 2015 in Geneva, Switzerland.

A. Attendance

2. The session was attended by representatives from the following 24 countries: Armenia, Austria, Azerbaijan, Belarus, Belgium, Croatia, France, Georgia, Germany, Greece, Italy, Kazakhstan, Kyrgyzstan, Lithuania, Luxembourg, Monaco, Norway, Republic of Moldova, Russian Federation, Serbia, Switzerland, the former Yugoslav Republic of Macedonia, Ukraine and the United States of America. Representatives of the United Nations Conference on Trade and Development (UNCTAD), United Nations Development Programme (UNDP), the World Health Organization and the following academia, government, industry and civil society were also present: International Road Federation, Milan Mobility Agency, City of Paris, European Cyclists' Federation, French National Competence Centre for Industrial Safety and Environmental Protection, Swiss Tropical and Public Health Institute, World Health Communication Associates.

B. Opening of the session and organizational matters

3. Senior managers of the United Nations Economic Commission for Europe (ECE) and of the World Health Organization Regional Office for Europe (WHO/Europe) welcomed the participants.

4. The Steering Committee adopted the agenda as prepared by THE PEP secretariat in consultation with the Bureau of the Steering Committee (ECE/AC.21/SC/2015/1–EUDCE1408105/1.6/SC13/1).

5. Ms. Nino Tkhilava, Ministry of Environment and Natural Resources Protection (Georgia), elected incoming Vice-Chair at the last session, took over the chairmanship. The Steering Committee thanked the outgoing Chair, Mr. Matthias Rinderknecht, Federal Office of Transport (Switzerland) for his effective work.

6. The Committee elected Mr. Ion Salaru, National Centre for Public Health (Republic of Moldova) as Vice-Chair and provisionally designated Chair for the Steering Committee's fourteenth session. In accordance with the amendment to the Rules of Procedure as adopted at the eleventh session, Mr. Rinderknecht was elected as Vice-Chair for the session.

7. The Committee discussed the composition of the Bureau and took note that Mr. Jared Banks (United States), representing the Environment sector, could not continue as member. It then confirmed the remaining members, leading to the following composition of the Bureau:

(a) **Transport sector:** Ms. Annette Gogneau (France); Mr. Vadim Donchenko (Russian Federation) and Mr. Matthias Rinderknecht (Switzerland);

(b) **Health sector:** Mr. François André (Belgium); Mr. Mihail Kochubovski (the former Yugoslav Republic of Macedonia); Ms. Vigdis Ronning (Norway) and Mr. Ion Salaru (Republic of Moldova);

(c) **Environment sector:** Mr. Robert Thaler (Austria); Ms. Nino Tkhilava (Georgia) and Ms. Biljana Filipovic (Serbia).

8. Considering that according to THE PEP Rules of Procedure the Bureau may consist of up to fifteen members, the Chair invited member States to nominate additional Bureau members, in particular, from the environment and transport sector.
9. The Steering Committee adopted the report of its twelfth session (Geneva, 19–20 November 2014) and the reports of the twenty-sixth (Geneva, 21 November 2014) (ECE/AC.21/SC/2014/6–EUDC1206040/16/SC12/6 and annex) and the twenty-seventh meeting of the Bureau (Copenhagen, 25–26 June 2015, Informal document No. 1).
10. The Bureau’s twenty-eighth meeting was held on 19 November 2015 (annex).

II. Outcome of the Transport, Health and Environment Pan-European Programme 2015 Symposium

11. As agreed at its seventh session, the Steering Committee held a half-day symposium intended to stimulate debate on relevant issues involving the three sectors of THE PEP. THE PEP 2015 Symposium, “Reducing transport-related emissions for a better environment and human health”, sought to raise awareness on and exchange experiences regarding Priority Goal 3 of the Paris Declaration (ECE/ENV/NONE/2014/3), “To reduce emissions of transport-related greenhouse gases, air pollutants and noise”. It consisted of one keynote speech and a moderated panel discussion.
12. A concept note prepared by the secretariat in cooperation with the Bureau outlined the main issues to be addressed during the 2015 Symposium (ECE/AC.21/SC/2015/2–EUDCE1408105/1.6/SC13/2).
13. The Symposium highlighted the progress and the way forward on reducing transport-related emissions. It focused on trends, regulatory frameworks and awareness-raising issues. It then concluded with priorities for THE PEP.
14. The keynote address was delivered by Mr. Nino Künzli, Deputy Director, Swiss Tropical and Public Health Institute. Panellists included Mr. Richard Ballaman (Federal Office for the Environment, Switzerland), Mr. Kjetil Aasland, (Permanent Mission of Norway in Geneva), Ms. Maria Neira (WHO), Mr. Serge Ficheux (ECE Working Party on Noise), Ms. Laurence Rouil (INERIS, France), Ms. Maria Berrini (Milan Mobility Agency) and Mr. Hervé Levifve (Deputy mayor’s office, Paris). Discussions were moderated by Mr. Franklin Apfel (World Health Communication Associates, UK).
15. The Symposium addressed four specific questions (see subsections A–D below).¹

A. What are the trends in the ECE/WHO/EURO Region in emission of air pollutants, GHGs and noise for the transport sector, especially road transport?

16. The keynote speaker confirmed that transport related air pollutants and noise had effects on health and the climate, despite the fact that emissions of air pollutants from transport had generally declined over the past two decades. He added that there was an increasing body of evidence on the health burden of air pollution, and a better understanding of new outcomes (e.g. diabetes, metabolic syndromes, neurological development and cognitive function), mechanisms and insights into pollutant-, source-, subject- and life period-specific effects. The same was true for noise: emissions of noise,

¹ A programme for the Symposium listing all the speakers and their presentations is available at www.unece.org/index.php?id=40554#/.

including from transport, impact the quality of life in urban areas, but also are increasingly seen as a health hazard. Results from studies showed that clean air policies had positive effects and that therefore air pollution did not have to be the price to pay for economic progress. Nonetheless, he showed that 90 per cent of inhabitants of European Union countries lived in places not complying with WHO air quality recommendations. The resulting burden on health of air and noise pollution was substantial. He finally recommended the globalization of WHO guidelines and their character of non-negotiability.

17. In general terms, the region experienced: (i) a growing awareness of the increasing economic and health burden linked to emission of air pollutants (ii) a decrease of emissions and (iii) improved data collection and availability of data on the impact of noise on health.

18. The region also faced challenges as (i) further reducing harmful emissions, including those related to Diesel, (ii) expanding the application of WHO evidence-based air quality standards across Europe and beyond, (iii) integrating transport and health in urban planning, (iv) reducing the volume of cars and the development of “non-negotiable” common global ethical standards, (v) reducing noise and (vi) enforcing agreed emissions standards.

B. What are the existing regulatory frameworks in the ECE/WHO/EURO Region governing noise and air pollution?

19. Panellists described the different frameworks available in the region and mentioned: (i) the 1979 ECE Convention on Long-range Transboundary Air Pollution and its 1999 (amended in 2012) Gothenburg Protocol to Abate Acidification, Eutrophication and Ground-level Ozone (Gothenburg Protocol), (ii) the 2015 World Health assembly resolution addressing the health impacts of air pollution, (iii) UNECE regulations on reducing harmful emissions of air pollutants, greenhouse gases and noise from the transport sector, and (iv) European Union (EU) legislation on noise pollution as well as (iv) national regulations (examples from France included emergency laws or longer term action plans).

20. Panellists called for more member States to ratify the Gothenburg Protocol and its amendment. They also recommended implementing its provisions, among which to decrease the use of polluting fuels and develop and introduce less polluting transport systems. Panellists also recommended member States to implement the non-prescriptive actions identified in the World Health Assembly resolution and to support Health Ministers and Mayors in taking more active leadership roles in initiating adoption of evidence-based approaches, enforcement of existing laws and awareness raising communication initiatives.

21. Panellists representing local governments of Milan and Paris presented specific initiatives to introduce elements of and enforce regulatory frameworks. Examples of what presented included for Milan: a sustainable mobility urban plan with analysis of mobility patterns, development of efficient and competitive public transport system, enhancing low-emission vehicles and aiming to attain an integrated approach (environment, health and transport). For Paris: actions regarding vehicle-fleet, as restrictive traffic zones and promoting the use of clean vehicles, traffic capacity measures as lower speed, closing roads for cars, parking policies.

22. In general, panellists expressed the need for more support to mayors in implementing pollution-reduction policies and for a better cooperation between scientists and local governments.

C. Are the prevailing problems with air pollution from transport generally known?

23. In addressing this aspect panellists acknowledge the progress made over the last years. They commended the World Health Assembly resolution and the importance given to the topic, partially also due to the twenty-first session of the United Nations Conference on Climate Change (COP21) in Paris. At the same time, they all agreed of the need to strengthen the awareness of health and environmental impacts of air and noise pollution among the general public, health professionals and policy-makers. The event, during the Climate Change Conference in Paris, in which more than 1,000 mayors were to meet at the sides of the Conference, was to be considered as another opportunity to increase visibility and awareness. The Eighth Environment for Europe Ministerial Conference (8–10 June 2016, Batumi, Georgia), was to be another opportunity.

24. Panellists suggested that the creation of a consolidated document at regional level could improve the communication among the main stakeholders.

D. What are the priorities for THE PEP in contributing to the reduction of emissions of transport-related GHGs, air pollutants and noise?

25. The discussion concluded with comments on priorities. The speakers and participants agreed that THE PEP was engaged in a good work and that it should continue in this path. In addition, it should be increasing the communication. Among the priorities they mentioned to: (i) create and further develop assessment and monitoring tools, such as HEAT and ForFITS, (ii) continue to facilitate knowledge exchange between countries and within countries at different levels, (iii) actively promote accession to relevant legal instruments that promote reductions of harmful emission from the transport sectors, and (iv) actively engage in upcoming opportunities, as for instance the Batumi Environment for Europe Ministerial Conference. The work done in Symposiums and other workshops or activities under THE PEP was appreciated and should continue.

III. Implementing the Paris Declaration

26. The Committee was informed about the progress made in the framework of the four implementation mechanism of the Paris Declaration: National Transport, Health and Environment Action Plans (NTHEAPs); THE PEP relay race; THE PEP Partnerships; and THE PEP Academy.

A. National transport, health and environment action plans

27. The secretariat informed the Committee that a Russian version of the manual “Developing national action plans on transport, health and environment”, which was published on the occasion of the Fourth High-level meeting, was under development. It was estimated to be published electronically in spring 2016.

28. Representatives from France presented an update on the implementation of the manual through the Third National Environment and Health Action Plan.

B. THE PEP relay race

29. The Russian delegation reported on the results of a workshop organized in Irkutsk on 10–11 September 2015 (Informal document No. 3). The workshop, titled “Looking for Synergy: Integrating Transport, Urban Planning and the Use of Traffic Methods to Ensure Sustainable Mobility and Healthy Environment” was organized by the Ministry of Transport of the Russian Federation, the Scientific and research institute of motor transport of the Russian Federation (NIIAT) and the Irkutsk National Research Technical University.

30. In accordance with practice to ensure a follow-up to previous THE PEP workshops, the Chair invited representatives from Lithuania to present the implementation of the results of the workshop organized on 24–25 September 2014, Kaunas (Informal document No. 2). The Kaunas Municipality reported having started the implementation of cycling infrastructure projects, the development of a sustainable urban mobility plan, as well as several activities to raise public awareness of health benefits of active mobility.

31. The Chair invited participants to propose topics and venue for future workshops, reminding that the topics needed to be related to the implementation of the priority goals of THE PEP.

32. The representative from the Russian Federation announced the possibility of hosting two activities under the Relay race. One connected to improving public transport operation and the other on traffic safety. The representative from Austria also offered the opportunity to organize an event under the relay race in summer 2016. He further suggested adding activities involving the youth in THE PEP activities, informing also the Committee about the upcoming youth event in Austria in October 2016, as announced at the Fourth High-level Meeting in Paris in 2014.

C. THE PEP Partnerships

33. THE PEP partnerships were established through the terms of reference (ToR) adopted by the Steering Committee at its eighth session. Based on practical experience and in view of the establishment of new Partnerships, the Steering Committee at its twelfth session discussed a proposed revision of the terms of reference, which were further refined by the Bureau following its twenty-seventh meeting. The secretariat presented the revised terms of reference (ECE/AC.21/SC/2015/3–EUDCE1408105/1.6/SC13/3). The Steering Committee asked for some minor changes and entrusted the Bureau to finalize and approve them on its behalf.

34. Up to the time of the meeting, five Partnerships had been launched. Updates on each of them were presented:

- Partnership on Cycling: The representative from Luxembourg presented the outcome of the Informal Transport Council of the Transport Ministers of the European Union, organized on 7 October 2015 under the presidency of Luxembourg. This informal Council discussed exclusively cycling as means of transport. The main outcome was a declaration on cycling as a climate-friendly mode of transport, and included specific recommendations for promoting cycling in Europe. The Partnership on Cycling was invited to the Council with a booth, hosted by the Austrian Government. The Steering Committee welcomed this unique event and congratulated Luxembourg for that. The Austrian delegate further informed the Committee on the development of the pan-European master plan for Cycling Promotion (Informal document No. 4). The current draft structure and main elements were presented, as proposed by the members of the Partnership and discussed at its latest meeting in Nantes (June 2015). The Committee endorsed the

structure and elements and requested the Partnership to further elaborate the details. The Steering Committee expected to discuss a final draft version of the master plan at its fourteenth session in 2016.

- Partnership on health economic assessments: The secretariat informed the Committee on the latest development of the Health Economic Assessment Tools (HEAT) for walking and cycling, providing also an outlook on future developments. HEAT was also presented at the Informal Council of EU Transport Ministers on 7 October 2015 in Luxembourg with a booth hosted by WHO. Furthermore, it was noted that the Declaration on cycling made reference to estimates on health benefits from regular cycling and walking obtained by using HEAT. Representatives from France reported on the use of HEAT in three cities and on how it led to closer collaboration between health and transport sectors and to promotional activities for HEAT by the French Healthy Cities Association.
- Partnership on Eco-Driving: the Austrian delegate reported on the latest activities of the Partnership on Eco-Driving, including the drafting of a factsheet to be published in 2016 (Informal document No. 5).
- Partnership on jobs in green and healthy transport: the secretariat updated the Committee on the development of the new publication on jobs in the cycling sector (Informal document No. 6). In close collaboration with UNEP, the Partnership was drafting an updated publication on the employment opportunities arising from investment in green and healthy transport, with a particular focus on cycling. The Committee approved the proposed method and draft outline. The final version of the publication was planned to be launched at the Environment for Europe Ministerial Conference in June 2016, Batumi, Georgia.
- THE PEP Partnership for Environmentally healthy mobility in leisure and tourism (TRANSDANUBE): the delegate from Austria reported on the preparations for a follow-up project to the original TRANSDANUBE project and invited the Committee to participate. The Committee commented that the TRANSDANUBE project was a good example of collaboration between countries and the European Union on issues related to THE PEP.

35. The Committee welcomed the work done under the five existing Partnerships and entrusted the Bureau with formally approving the corresponding Partnership Descriptions at its meeting in summer 2016 as per the new terms of reference and pending requests for changes received by the secretariat (Informal document No. 7).

36. Furthermore, the Steering Committee considered a request from France and the Russian Federation to establish a new partnership on the integration of transport, health and environmental objectives with urban and spatial planning, following Priority Goal 5 of the Paris Declaration. The Committee welcomed the proposed Partnership and approved its establishment. The Russian Federation informed on the organization of a related conference in October 2015 in Moscow and added that several academic institutions signalled interest to join.

37. The secretariat presented an updated version of the pocket guidebook on working in partnership with the European Union, reflecting the most relevant and current mechanisms for working in partnership with the EU for member States as well as for non-EU member States in matters relevant to THE PEP (Informal document No. 14). The Committee welcomed the draft and endorsed it for finalization.

D. THE PEP Academy

38. The Chair recalled that the Paris Declaration included a new implementation mechanism, THE PEP Academy, intended to link science, policy and practice. The Academy was to serve as a platform to strengthen capacities for integrated transport, health, environment and spatial planning, facilitating the uptake of new knowledge and capitalized on the achievements and experience of THE PEP.

39. The secretariat presented the proposed work plan of activities for THE PEP Academy in 2015–2017 (Informal document No. 8). The Steering Committee commented and adopted the work plan and mandated the Bureau to coordinate its implementation. The Committee further decided to postpone the preparation of the publication “Implementation of the Paris Declaration of the Fourth High-level Meeting on Transport, Health and Environment”.

E. Exploring new tools for the implementation of the Paris Declaration

40. The Steering Committee entrusted the Bureau to further discuss new tools for the implementation of the Paris Declaration, such as the For Future Inland Transport Systems (ForFITS) tool which was developed with the goal of enhancing international cooperation and planning towards sustainable transport policies, facilitating in particular climate change mitigation. The Steering Committee requested a report on new tools at its next meeting.

IV. Managing the Transport, Health and Environment Pan-European Programme

A. Monitoring progress on the implementation of THE PEP goals

41. At its twenty-seventh meeting, the Bureau of the Steering Committee agreed to adapt further the existing THE PEP questionnaire from 2014 to the new elements in the Paris Declaration and to circulate it to member States before the thirteenth session of the Committee. This questionnaire was sent to all THE PEP focal points in September 2015. The secretariat presented the results from the survey (Informal document No. 10).

42. At its twenty-fourth meeting, following the Fourth High-level Meeting, the extended Bureau of THE PEP discussed the development of performance indicators as an important tool for monitoring the implementation of the five priority goals. The secretariat recalled that at the twelfth Session of the Steering Committee of THE PEP, member States decided that they would continue reporting on implementation of THE PEP goals through the annual questionnaires and not develop an indicator-based assessment on progress.

43. The secretariat updated the Committee on the ECE cooperation with the European Environment Agency (EEA) on the Shared Environmental Information System (or SEIS) and the cooperation between UNEP and ECE, with the support from the EEA, on the preparation of the pan-European environmental assessment as part of UNEP’s sixth Global Environment Outlook (GEO6) given its relevance with these discussions.

B. Communication strategy

44. At its twelfth meeting, the Committee expressed the wish to explore thoroughly the possibilities for a presence of THE PEP at the twenty first session of the United Nations Conference on Climate Change (COP21) in Paris (30 November–12 December 2015). The

French delegation and the secretariat reported on side events involving THE PEP and arrangements linked to it.

45. The Chair and the secretariat informed the meeting about the upcoming Environment for Europe (E6E) Ministerial Conference in Batumi, Georgia (8–10 June 2016) and recalled that the Committee at its twelfth session requested the Bureau and the secretariat to initiate the planning and preparations for a side event of THE PEP at the Batumi Conference, where a new publication on Jobs in Green and Healthy Transport would be launched.

46. The Steering Committee entrusted the Bureau to discuss the remaining issues under this agenda item.

C. THE PEP programme of work for 2016–2017

47. The secretariat presented a general programme of work for THE PEP including activities carried out in 2015 and planned work for 2016 (ECE/AC.21/SC/2015/4–EUDCE1408105/1.6/SC13/4).

48. The Committee reviewed the activities completed in 2015 and adopted its programme of work for 2016. It requested the secretariat to report on it at its fourteenth meeting and to prepare a new programme of work for 2017.

D. Financial matters

49. The secretariat informed the Steering Committee about the amount and use of extrabudgetary funds made available to ECE and WHO/Europe in 2014 and 2015 (ECE/AC.21/SC/2015/5–EUDCE1408105/1.6/SC13/5 (English only)). The Steering Committee took note of this and requested the secretariat to report at its next meeting.

50. The Chair called upon member States to provide adequate resources to THE PEP to fund the work identified in the decisions taken by the Committee.

E. Strengthening synergies with other international organizations and processes

51. The Committee entrusted the Bureau to deal with this agenda item.

V. Next meeting of the Steering Committee

52. The Steering Committee agreed that its fourteenth session (including THE PEP 2016 Symposium) would be held at WHO headquarters in Geneva from 7 to 9 November 2016, beginning with THE PEP 2016 Symposium on 7 November 2016 (p. m.), followed by the Steering Committee meeting (8 November and 9 November (a.m.)) and concluding with a meeting of the Bureau on 9 November 2016 (p.m.).

Annex

Report of the twenty-eighth meeting of the Bureau of the Steering Committee

I. Participation

1. The twenty-eighth meeting of the Bureau of THE PEP Steering Committee was held on 19 November 2014 at the Palais des Nations in Geneva. It was chaired by the Chair of THE PEP Steering Committee Ms. Nino Tkhilava (Georgia), and co-chaired by Mr. Ion Salaru (Republic of Moldova) and Mr. Matthias Rinderknecht (Switzerland). The following additional members of the Bureau attended the meeting: Mr. François André (Belgium), Ms. Annette Gogneau (France), Ms. Vigdis Ronning (Norway), Mr. Vadim Donchenko (Russian Federation), Ms. Biljana Filipovic (Serbia) and Mr. Mihail Kochubovski (The former Yugoslav Republic of Macedonia).

2. The joint secretariat was represented by the ECE Environment and Sustainable Transport Divisions and WHO/Europe.

II. THE PEP Symposium

3. The Bureau considered the conclusions of THE PEP 2015 Symposium and reconfirmed the opinion from the Steering Committee about the usefulness and importance of such an event. They discussed the possibility of modifying the format of the Symposium and agreed to keep the basic set-up of one keynote speaker, followed by a panel discussion. However, the Bureau proposed to keep the statements of the panellists short (i.e. 1 minute) and engage more the audience in the discussions.

4. The Bureau brainstormed on the topic and title for the next Symposium and agreed on the following: “Future vision of transport systems for sustainable economic development, environment and health”.

III. Implementing the Paris Declaration

A. THE PEP relay race

5. The Bureau discussed proposals for the organization of workshops within the framework of the relay race. The representative from Belgium announced that in January 2016 he would inform the Bureau about the possibility to host such an event. The representative from the Russian Federation repeated the invitation made during the Steering Committee meeting to consider organizing a workshop in his country. The Bureau also recalled the offer from Austria.

B. THE PEP Partnership

6. The Bureau continued the discussion about THE PEP partnerships. It adopted the terms of reference with minor changes. It also approved the descriptions of the partnerships,

as indicated in the Informal document No. 7, except for the Partnerships on Eco-Driving, Cycling and TRANSDANUBE, pending final submissions from Austria.

C. THE PEP Academy

7. The Bureau continued the discussion on the proposed activities under THE PEP Academy (Informal document No. 8) and adopted the proposed activities. The Bureau also further agreed to continue the brainstorming on specific detailed activities at future meetings.

D. Exploring new tools for the implementation of the Paris Declaration

8. Bureau members considered what possible new tools would be useful for implementing the Paris Declaration, in particular Priority Goal 5. Part of the discussions included involving the ECE Housing and Land Management Unit. Bureau members agreed to continue reviewing potential new tools and opportunities as an integral part of its meetings.

IV. Managing the Transport, Health and Environment Pan-European Programme

A. Communication strategy

9. The secretariat informed the Bureau about proposed communication activities for 2016 and stressed the need to align them with other related international processes (Informal document No. 13). It concluded that THE PEP should explore contributions to the following events: the eighth Environment for Europe Ministerial Conference, 8–10 June 2016, Batumi, Georgia, and the International Transport Forum, 18–20 May 2016, Leipzig, Germany.

10. With respect to the Batumi Ministerial Conference, the Chair and the secretariat provided additional information concerning the possibility to organize side events. The secretariat reported having received from representatives of Austria an expression of interest for the side event. The representative from Belgium informed the Bureau that he would be part of the delegation from his country and that he could support the event. The Bureau also proposed to use this side event as a follow up to THE PEP relay race workshop in Batumi in 2010.

11. The Bureau discussed THE PEP Clearing House as part of the communication strategy. The secretariat prepared a report on the possible ways forward for the Clearing House. The Bureau, as entrusted by the Steering Committee, decided to implement option two (Informal document No. 11): modernizing the architecture of the clearing house. The Bureau agreed to fundraise to cover the costs.

12. Finally, the secretariat reported on THE PEP Brochure that was published following consultations with the Bureau (Informal document No. 12). The secretariat was requested to address concerns regarding copyright statements and the proper functioning of the graphical gears on page 5.

13. The Bureau repeated the recommendation of the Steering Committee to all Partnerships to produce brief factsheets on their respective topics for communication and advocacy purposes.

B. THE PEP Programme of work 2016–2017

14. The Bureau reviewed the draft Programme of work 2016–2017 and requested the secretariat to produce an updated version based on the decisions of this meeting.

C. Financial matters

15. In view of managing financial contributions received for the implementation of activities, the Bureau discussed the issue of provision of daily allowance and travel to representatives from eligible countries to attend meetings under THE PEP. In particular the Bureau provided guidance to the secretariat on the financing of participants in cases in which there were potential participants from more than one sector from the same country. In view of limited availability of funds, the secretariat was to prioritize geographical coverage followed by sectoral coverage. In practical terms, in case the secretariat received from the same country requests for support from more than one sector, the Bureau advised to finance the different sectors on a yearly rotation basis. Exceptions would be made for countries from which Bureau members have been elected. The Bureau also indicated that ultimately, the decision was to be taken by the secretariat.

D. Other business

16. The Bureau discussed the length of the Steering Committee meetings. It observed with concern that, because of lack of time, frequently in recent years there was the need to delegate agenda items from the principal decision making body of THE PEP, the Steering Committee, to the Bureau. Furthermore, the Bureau recalled that meetings of the Steering Committee should also provide adequate opportunities for sharing experience among its members, which was less the case in recent years.

17. Consequently, the Bureau requested the secretariat to take the necessary organizational steps for the next meeting of the Steering Committee to add one half day, starting in the afternoon of the first day with the Symposium, followed by one and a half day of General Session of the Steering Committee and a half day of Bureau meeting.

V. Next meeting of the Bureau

18. The twenty-ninth meeting of the Bureau was to take place on 7–8 July 2016 at the WHO premises in Copenhagen.
