Dear Karina,

Again many thanks to you and your colleagues for involving the UNECE in the consultations for GAPPA. Ivanna briefed me on the meeting that you had on 11 September and we confirm our interest in being involved in such an initiative.

As mentioned by Ivanna at the meeting, the UNECE is part of the Transport, Health and Environment Pan-European Programme (THE PEP) secretariat together with WHO/Europe.

I would like to convey the THE PEP/UNECE overall comments on GAPPA. I am copying my colleague from the Transport Division, as well as Francesca Racioppi, from WHO Europe.

We find the document clearly structured. The four strategic objectives are formulated in a way that they can appeal to different realities in different countries around the world.

As you know, the UNECE region is quite diverse in its composition. It includes 56 member States (the pan-European region - including CIS countries - together with the US and Canada). With many developed countries in the region we have an overall privileged position when it comes to active mobility, as the GAPPA also mentions. At the same time, we have in our regions countries with economies in transition that need more work and attention.

The members of the UNECE region are almost the same as the ones of WHO/Europe, for which there is a strategy on active mobility (as also mentioned in GAPPA). THE PEP is part of the WHO/Europe strategy and we think that it could be a good basis to present what can be achieved when different sectors work together.

More specifically, we would like to propose THE PEP as a case study of a regional policy platform for intersectoral collaboration on the areas addressed by the GAPPA. In particular, THE PEP could be helpful when it comes to the enablers of active mobility through integrated transport and urban planning, the exchange of knowledge and the development of facilitating tools, such as HEAT or ForFits. Furthermore, we have elaborated a guidance for the creation of national action plans on transport health and environment and we have developed studies highlighting evidence on the broad economic dimension of active mobility.

In a way, you could see THE PEP as a regional example that contributes to support several of the aims and strategies advocated by the GAPPA.

We hope that these comments could be useful for the continuations of your work.

Kind regards,

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