

Reporting on progress made since 2009 on the attainment of the Amsterdam Goals



Following the Third High-level Meeting on Transport, Health and Environment in January 2009, the Steering Committee and its Bureau underlined the importance of monitoring the implementation of THE PEP programme and of progress made by Member States toward the attainment of the four Amsterdam Goals. These reports will facilitate the assessment of progress made and provide valuable information about the achievements and obstacles encountered by Member States and other stakeholders in attaining the Amsterdam Goals and in implementing THE PEP.

The answers below were submitted by the listed THE PEP focal point(s) to THE PEP secretariat in fall 2012 and are provided here in an unedited version.

Section A: Information about the preparation of the replies to the questionnaire

Country Date
 Name of officer (national focal point) responsible for submitting the report
 Institution

Names of the officers (national focal points) from the other two sectors that participated in the preparation of the report

1.
2.

Please provide brief information on the process through which this report has been prepared, including information on which types of authorities were consulted or contributed to its preparation.

- Ministry in charge of health
- Ministry in charge of environment
- Ministry in charge of transport
- Regional authorities
- Local authorities
- Academia
- Private business
- Non-governmental organizations
- Others, please specify:

Mr. Romeo Zegali, Director of European Intergration and Treatates at MoH; Ms. Rovena Agalliu, Sector of Air, Climate Changes, Noises and Chemicals, Directory of Environmental Protection, Ministry of Environment, Forestry & Water Administration

Please report any particular circumstances that have a major impact on the context for the implementation of THE PEP in your country. For example, whether the decision-making structure is federal and/or decentralized and whether financial constraints are a significant obstacle to implementation.

Decision-making structure is centralized and there are some constraints to implement THE PEP.

Section B: Implementation of the Amsterdam Goals

Priority Goal 1: to contribute to sustainable economic development and stimulate job creation through investment in environment- and health-friendly transport

indicator 1.1 Please describe any policies or programmes in your country that support investment in the following:

Development of transport infrastructure that promotes safety, environment and health and has a job creation potential, including rail and light rail. *Please specify:*

Yes there are, especially in Tirana and other cities/towns that are part of the touristic areas.

Clean and efficient intermodal connections. *Please specify:*

Still there is no tram, nor metro.

Safety measures in road transport. *Please specify:*

National Strategy for Road Safety 2011 - 2020, National Action Plan for Road Safety 2011 - 2020, and the Traffic code.

Infrastructure for active and environmentally friendly transport. *Please specify:*

There are lanes for biking and walking in Tirana. Guidance on Parking administration from subjects or guidance on values allowed to air pollutants emission from the vehicles.

Eco-Tourism. *Please specify:*

Priority Goal 2: to manage sustainable mobility and promote a more efficient transport system

indicator 2.1 Describe the 3 main policies or programmes in your country that support mobility management and modal shift away from the private car toward more environmentally-friendly modes (public transport, walking and cycling, etc.) and indicate the level (i.e. national, sub-national, local/municipal) and target groups

Level	Description
national	National Strategy for Road Safety 2011 - 2020, National Action Plan for Road Safety 2011 - 2020
Target group	
communities	

Level	Description
local/municipal	Construction of new national roads or reconstruction of the existing national roads, boulevards, cross-roads, streets and bridges to improve the traffic especially public one. In the process the Introduction of the intelligence traffic system in Tirana. There is a Feasibility Study for the reconstruction of the Center of Tirana and for a new Tram in Tirana.
Target group	
communities	

Level	Description
local/municipal	Construction of biking and walking lanes and their marking in Tirana. Introduction of biking rental system in Tirana.

Target group

communities

indicator 2.2 **Does the government raise awareness of mobility choices?**

Yes

indicator 2.3 **Does the government promote the use of information technology to increase the efficiency of the transport system?**

Yes

indicator 2.4 **Are there mechanisms in place in your country to improve the coordination between land use and transport planning?**indicator 2.5 **Does your country take any measures to promote high-quality integrated public transport and reducing the need for, and the volume of, car traffic?**

Yes

Please, specify:

Improvement of quality of road infrastructure in suburban and rural areas accomplishes healthy environment evaluated from monitoring of air quality. Organization on the yearly basis of the special days dedicated to the free cars cities, national marathona or regional bicycling day. It has been drawn and is under the construction the new car-parking rental system in Tirana.

Priority Goal 3: to reduce emissions of transport-related greenhouse gases, air pollutants and noiseindicator 3.1 **Describe any strategies, policies or measures to support a shift in the vehicle fleet towards zero- or low-emission vehicles and fuels based on renewable energy, clean transport modes and fostering electric mobility as well as eco-driving.**

MoEFWA in collaboration with the Ministry of Public Works and Transport, Ministry of Energy, Trade and Economy has prepared the Draft Decision "On the quality of certain liquid fuels for thermal use as well as the use on water transport means (sea, river, lake)". This draft will transpose Directive 1999/32/EC on reduction of the sulphur content of certain liquid fuels, and Directive 2001/80/EC on the limitation of emissions of certain pollutants into the air from large combustion plants (LCP).

indicator 3.2 **Does your Government take any measures to support a reduction in noise emissions from transport activities?**

Yes

Specify

With the aim to protect health and environment from noises, the MoEFWA is working on preparation of the Draft Guideline "On indicators, assessment methods, rules and technical requirements of the methodology for assessing the level of noise, and for verification of the interventions made to resolve and improve the situation", which will partially transpose Directive of the European Parliament and Council (EC) No. 2002/49/EC of 25 June 2002 "Assessment and management of environmental noise". The responsible institution for preparation of this guideline is MoEFWA in collaboration with MoETE, MoH, MoPWT. Its approval is foreseen within December 2012.

Priority Goal 4: to promote policies and actions conducive to healthy and safe modes of transportindicator 4.1 **Describe any strategies, policies and measures in your country for the promotion of healthy and safe modes of transport, including infrastructure and safety measures for safe walking and cycling, policies to support cycling and walking, in particular in urban areas and links with efficient and accessible public transport**

In Tirana and some other cities and towns still the process of replacing of old-fashioned buses in public traffic supported by the government. While in private buses by the owners. In Tirana has been prepared a feasibility study for a Tram. Several roads work (construction of new ones as the so called national road that leads from Durres to Kukes or the reconstruction of the existing ones at national or local areas and in particular at the rural areas), the upgrading of the road signalistics and the trend to extend the green areas in the urban areas.

indicator 4.2 **Do transport policies and actions in your country focus on vulnerable groups such as children and persons with reduced mobility?**

Yes ▼

Specify:

The pavements are constructed in the way to allow the access to persons with reduced mobility in the almost main cities of the country. The same is valid or still in the process for all public facilities.

Section C: Implementation of THE PEP

5. THE PEP Implementation mechanisms (please see the Amsterdam Declaration para 6-8)

NATIONAL TRANSPORT, HEALTH AND ENVIRONMENT ACTION PLANS (NTHEAPs)

More information:

[Draft manual on developing NTHEAPs](#)

indicator 5.1 Does your country have a NTHEAP or similar tool? No ▼

Was THE PEP helpful in the development of your country's NTHEAP? ▼

If available, please provide a web link to your country's NTHEAP:

indicator 5.2 What is the current status of your country's NTHEAP? Not planned ▼

indicator 5.3 What is/will be the scope and format of your country's NTHEAP?

- national
 sub-national
 stand-alone document
 part of a national environment and health action plan (NEHAP)
 environment and health components in a national transport action plan

RELAY RACE (Staffete)

More information:

[Workshop in Moscow, 2012](#)
[Workshop in Kyiv, 2011](#)
[Workshop in Batumi, 2010](#)
[Workshop in Skopje, 2010](#)
[Workshop in Pruhonice, 2009](#)

indicator 5.4 Has your country contributed to THE PEP relay race workshops? ▼

If YES, how?

- technical contribution (in kind)
 financial contribution

THE PEP PARTNERSHIP

More information:

[Terms of reference of THE PEP Partnership](#)

indicator 5.5 Does your country contribute to THE PEP Partnership? Yes ▼

If YES, how?

- technical expertise (in kind)
 direct financial contribution

indicator 5.6 Are there any formal networks/platforms of professionals who are involved in THE PEP issues in your country?

No ▼

Please specify:

indicator 5.7 Are these networks/platforms supported by the government?

▼

If YES, please indicate how:

- direct funding
 in kind
 political

6. Policy, regulatory and operational frameworks that support the promotion of THE PEP

indicator 6.1 Do you have a coordinating body and/or a formal structure for implementation of THE PEP within your government?

No ▼

Represented sectors:

- | | |
|--------------------------------------|---|
| <input type="checkbox"/> Transport | <input type="checkbox"/> Education |
| <input type="checkbox"/> Environment | <input type="checkbox"/> Urban planning |
| <input type="checkbox"/> Health | <input type="checkbox"/> Agriculture |
| <input type="checkbox"/> Finance | <input type="checkbox"/> Others, please specify: <input type="text"/> |
| <input type="checkbox"/> Academia | |

indicator 6.2 **Is integration of the three sectors reflected in any other national policy document(s)?**

▼

Please list main documents:

indicator 6.3 **Is public awareness in relation to the integration of the three sectors addressed in relevant national document(s)?**

▼

Please list main documents:

indicator 6.4 **Are public budgets and/or economic incentives available specifically to support integration of the three sectors?**

▼

Please specify:

7. Future of THE PEP

Indicator 7.1 **What have been the main successes of THE PEP in stimulating national action in the priority areas of THE PEP in your country? Please give concrete examples and a short explanation of your assessment.**

In preparedness of the National Strategy and the Action Plan for Traffic Safety 2011 - 2020.

Indicator 7.2 **What have been the main weaknesses of THE PEP in stimulating national action in the priority areas in your country? Please give concrete examples and a short explanation of your assessment.**

The absence of establishment of the national coordinating body.

Indicator 7.3 **How could THE PEP better support national efforts to integrate transport, environment and health policies and achieve sustainable transport?**

To establish a coordinating body with defined terms of reference, defined responsibilities and links and flow of information.
To draw concrete projects to produce positive results in the fields of transport, health and environment.