

## 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 2011 and are provided here in an unedited version.

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

|   |  |      |                 |
|---|--|------|-----------------|
| Country   | Austria  | Date | 18 October 2011 |
| Name of officer (national focal point) responsible for submitting the report  | Mr. Robert THALER  |      |                 |
| Institution   | Federal Ministry of Agriculture and Forestry, Environment and Water Management                   |      |                 |
| Names of the officers (national focal points) from the other two sectors that participated in the preparation of the report | 1. Mr. Fritz WAGNER<br>2. Mr. Wolfgang GRUBERT   |      |                 |
| Institutions  | 1. Federal Ministry of Health<br>2. Federal Ministry of Transport, Infrastructure and Technology |      |                 |

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:

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.

- 1) Institutional framework: Austria is a Federal State with a division of competences between federal, national and local levels, e.g. regional and land use planning and housing is on the level of regions.
- 2) Due to economic crises and budget consolidation all sectors are forced with long-term budget reductions and long lasting budgetary constraints.

## 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:*

The Austrian framework program for mobility management to push environment, economy and green jobs

The Austrian Action Programme for Mobility Management klima:aktiv mobil – which is a national implementation example of THE PEP Priority Goals – has been launched by the Federal Ministry of Agriculture, Forestry, Environment and Water to reduce CO2 emissions by promoting environmentally sustainable mobility. For example through environment-friendly vehicles, alternative fuels, energy efficient mobility management, eco-driving, cycling and public transport. It also aims at stimulating new business opportunities and green jobs. After 5 years it is already supporting over 1800 businesses, communities, cities and regions achieving 450.000 tons CO2 reduction per year and also creating opportunities for the economy. Especially Austria's small- and medium-sized enterprises benefit from that. Since 2007 the klima:aktiv mobil program has given financial support of EUR 42.5 million for projects to reduce green house gas (GHG) emissions in transport. This stimulated a total investment sum of EUR 271 million and created and saved about 3000 green jobs. This positive performance of the program highlights the potential for GHG reduction, new business opportunities and the creation of green jobs in transport through a supportive and proactive national framework in close collaboration with businesses, communities, cities and regions.

klima:aktiv mobil is part of the broader umbrella program klima:aktiv which covers also the areas of energy saving, promoting renewables, construction and refurbishing. This is an important contribution to the Austrian "Master Plan for Green Jobs" presented by the Agriculture, Forestry, Environment and Water together with the Austrian Chamber of Commerce in October 2010. The Austrian "Masterplan for Green Jobs" in combination with klima:aktiv mobil applies two main approaches to creating green and healthy jobs in transport: either through stimulation of investments in environmentally friendly mobility or by creation of new green and healthy job profiles as well as greening existing jobs through training, education and certification. klima:aktiv mobil offers for example certification of driving teachers as eco-driving trainers and has started a new modular course and certification system for bicycle technicians on e-bike technology, repair and maintenance.

The "Masterplan for Green Jobs" expects that around 15,000 green jobs will be created by expanding public transport, electric mobility and cycling. Other areas are the expansion of renewable energies, energy efficiency, eco-farming and eco-tourism. Currently already 200,000 Austrians work in the environmental sector which is economically vital and growing. Austria's goal is to create 100,000 additional "green jobs" by 2020.

Further information: [www.klimaaktivmobil.at](http://www.klimaaktivmobil.at); [www.green-jobs.at](http://www.green-jobs.at); [www.lebensministerium.at](http://www.lebensministerium.at);

The Ministry of Transport is responsible for investments in a big share of the rail network and the high ranked road network, in the investment program 2011 - 2016 for rail approx. 2000 Mio Euro yearly are planned, for high ranked roads approx. 1000 Mio. Euro yearly, for more information see <http://www.bmvit.gv.at/verkehr/gesamtverkehr/ausbauplan/index.html>

Clean and efficient intermodal connections. *Please specify:*

The Ministry of Transport supports the construction of infrastructure for the combined transport. In passenger transport some railway stations are under construction to improve comfort and safety for passengers, moreover the accessibility for handicapped persons is a core objective.

Safety measures in road transport. *Please specify:*

The Austrian Road Safety Funds is located at the Ministry of Transport, Innovation and Technology. The Austrian Road Safety Fund (VSF) is set up within the bmvit with the goal of boosting road safety in Austria. The funds available for this are drawn from the road safety contribution paid when reserving a personalised number plate (currently EUR 200 for 15 years). Of this, 60 % is channelled back into the Road Safety Fund of the relevant federal state and 40 % of the road safety contribution remains with the Austrian Road Safety Fund. Also, funds are provided to the VSF in accordance with the Transportation of Goods Law; these are kept in full by the federal government.

These finances are used by the VSF to fund projects to improve road safety. In awarding funds, the Federal Ministry for Transport, Innovation and Technology is supported by an advisory board made up of representatives from relevant ministries (BM.I, BMUKK, BMASK), the liaison body for the federal states, motorist and mobility clubs (OAMTC, ARBO, VCO), trade representative bodies and special interest groups (WKO, Chamber of Labour), road safety organisations (KFV) and ASFINAG.

Since 2010 the VSF has issued invitations to tender twice each year. The Ministry of Transport, Innovation and Technology specifies the topics in coordination with the targets of the Austrian Road Safety Programme (RSP) and the current trends in accident statistics.

The Austrian Road Safety Programme (RSP) and the annual report on Road Safety 2010 are available under <http://www.bmvit.gv.at/verkehr/strasse/sicherheit/programm/index.html>. The Annual Report gives an overview of projects of the VSF and other awareness-raising activities and campaigns in 2010. Finally it has to be stressed, that new high ranked road infrastructure has the core objective to improve safety.

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

Masterplan Cycling was developed by the Ministry of Environment in cooperation with other relevant Ministries, regions and municipalities as well as NGO's. For pedestrian and cyclist infrastructure regional authorities (Länder) and communities are responsible, on the national level the klima:aktiv mobil program offers financial support to regions and municipalities for cycling and walking infrastructures investment and undertake national campaigns to raise awareness for cycling.

For the first time a national target for cycling was set up in the Federal government in Austria: to double modal share of cycling from 5 % (2006) to 10 % (2015). The Masterplan Cycling covers with 20 measures all relevant policy areas for all-day cycling. With the klima:aktiv mobil program a financial support of 20,1 Mio. Euros for cycling projects was provided by the Ministry of Environment, which induces about 96 Mio. Euro investments in cycling. The klima:aktiv mobil program is now co-financing numerous cycling projects in Austria. The Federal co-financing of cycling infrastructure by klima:aktiv mobil supports all nine Federal States and the major cities to develop and implement regional and local cycling infrastructure improvement plans. The mid-term evaluation of the Masterplan shows 2010 already an increase of the cycling shares in Austria from 5% to 7%.

Furthermore a national cycling coordinator was established in the Ministry of Environment, Division of Transport, Mobility, Human Settlement and Noise, and all nine Federal States and all major cities followed this example and also established regional/local cycling coordinators. These cycling coordinators form the Austrian National Task Force for Cycling as a governmental group to coordinate and promote cycling in Austria.

Innovative strategies to provide access and mobility choices also in rural areas beneficial to local environment, economy and society

Two important pillar of successful public transport are attractive mobility services and the provision of information on the offered services. To promote public transport several regional mobility centers have been established by the regional Austrian authorities and supported by the klima:aktiv mobil program. The services offered go well beyond simple time table information on public transport routes. It aims at improving public transport in general, attract new customers and provide support. As such, the mobility centers are also contact points for businesses, communities, transportation providers, institutions, schools and tourism associations. The mobility centers are the main coordinating body for the regional public transport plans. They also provide training and support for mobility management in communities, businesses, schools and the elderly. Good practices are the mobility centers in the Austrian Provinces of Upper Austria, Styria and Burgenland.

To improve the "last mile" in rural public transport local on-demand mini bus and taxi systems have been introduced to complement the regional bus and train network. Some good practice examples for regional public transport are the integrated public transport systems in the Austrian Provinces of Vorarlberg and Tyrol and the successfully operating local mini buses of the communities of Breitenbrunn, Mörbisch and Purbach in the Austrian province of Burgenland. These on demand community busses were established as a direct result of THE PEP Austrian-Hungarian-Slovakian project on environmentally sustainable transport and tourism in sensitive areas – Pannonian Lake Neusiedl/Fertő-tó region.

Further information: [www.klimaaktivmobil.at](http://www.klimaaktivmobil.at); [www.lebensministerium.at](http://www.lebensministerium.at);  
THE PEP Project and local mini buses: [www.sensiblegebiete.at](http://www.sensiblegebiete.at);  
[www.b-mobil.info](http://www.b-mobil.info); [www.purbach.at](http://www.purbach.at); [www.breitenbrunn.at](http://www.breitenbrunn.at); [www.mörbisch.at](http://www.mörbisch.at);  
Mobility centers: [www.perg.mobitipp.at](http://www.perg.mobitipp.at); [www.mobilzentral.at](http://www.mobilzentral.at);  
Integrated regional public transport systems: [www.vmobil.at](http://www.vmobil.at); [www.vvt.at](http://www.vvt.at)

**Eco-Tourism. Please specify:**

The Ministry of Transport supports together with other ministries (environment, economic affairs) solutions for eco-tourism in the frame of EU projects to the transnational cooperation, financed by the regional funds. Some successful result could be achieved, see <http://www.bmvit.gv.at/verkehr/gesamtverkehr/tourismus/index.html>.

The "klima:aktiv mobil" programs of the Austrian Federal Ministry for Agriculture and Forestry, Environment, and Water Management are tailored to tourist organizations, businesses, municipalities, provinces, schools and other actors in the transport sector and aimed at the development and implementation of actions for climate protection in transportation.

The growth in traffic poses an ever larger challenge to the environment and to the recreational and tourist sector. In the course of the last years, experience from tourism and transport projects showed that solutions for soft mobility allow not only for considerable reductions of transport-related CO<sub>2</sub>-emissions but also for substantial advantages in competition through improved offers and lower transport-related emissions and noise. Successful examples are the model project „Soft Mobility – Carfree Tourism“ or „Alpine Pearls“. The Federal Ministry for Agriculture and Forestry, Environment, and Water Management has initiated the "klima:aktiv mobil" consulting and development program "Mobility Management for Recreational and Tourist Transportation." This program offers services and support for holiday and excursion regions, for recreation and tourist businesses and for associations and organizers which take actions to reduce CO<sub>2</sub> emissions. For example, support is given to pushing for environmentally friendly transport for travelling to a destination and returning from it, to establishing public transport offerings, to promoting cycling and walking or to devising special tourist packages.

There are successful interim results after the first years of the "klima:aktiv mobil" consulting and subsidy program. In the consulting program "Mobility Management for Recreational and Tourist Transportation" actions have been carried out to promote walking and cycling, innovative public transport offer for travelling to destinations and for use on-site and market alternatives to the automobile for travelling to destinations. The approx. 260 klima:aktiv implementation partners in tourism involved have already reduced CO<sub>2</sub> emissions yearly by some 53.000 t in tourism alone in Austria, through these efforts!

## 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   |
|--|---|
| <input type="text"/> ▼                 | <p>klima:aktiv mobil<br/>Austrian Federal Action Programme for Mobility Management to reduce CO2 emissions, to promote environmentally friendly and energy efficient mobility and to stimulate new innovative business opportunities and green jobs</p> <p>klima:aktiv mobil is undertaken by the Austrian Federal Ministry of Agriculture and Forestry, Environment and Water Management and supported by the Austrian Chamber of Commerce, the Austrian Association of Cities and Towns and the Austrian Association of Municipalities and many companies and organizations as part of the implementation of the Austrian Energy and Climate Strategy and the EU Climate and Energy Package</p> <p>klima:aktiv mobil provides a national framework to motivate and support companies and public services, cities, municipalities and regions, leisure and tourism operators, construction companies and real estate developers, schools and youth groups to develop and implement measures to reduce CO2 emissions from related transport activities.</p> <p>klima:aktiv mobil supports measures focusing on mobility management, including alternative vehicles and renewable energy, intelligent multimodal mobility, eco-driving, cycling, walking, demand-oriented public transport and awareness raising.</p> <p>Building on Partnerships<br/>klima:aktiv mobil builds on partnerships and is designed as national framework to support the relevant players in climate friendly mobility to reduce CO2-emissions, to promote renewable energy and stimulate the economy and green jobs.<br/>Visit the klima:aktiv mobil partners: <a href="http://www.maps.klimaaktiv.at">www.maps.klimaaktiv.at</a></p> <p>klima:aktiv mobil - 5 offers of support for companies, cities and municipalities, leisure and tourism operators, schools and youth groups</p> <p>Consulting – for climate friendly mobility<br/>The relevant transport actors are supported to develop and implement environmentally friendly mobility management by tailored programmes:</p> <ul style="list-style-type: none"> <li>+ Mobility Management for companies, real estate developers, constructors and public administrations</li> <li>+ Mobility Management for cities, municipalities and regions</li> <li>+ Mobility Management for leisure, tourism and youth</li> <li>+ Mobility Management for children, parents, schools</li> <li>+ Eco-Driving Initiative for fleet operators</li> </ul> <p>Funding – mobility projects to reduce CO2<br/>klima:aktiv mobil also offers financial support to companies, provinces, cities and municipalities, leisure, tourism operators and other institutions with a focus on alternative vehicles, investments in improving cycling and for mobility management like mobility centers, demand oriented busses and awareness raising.</p> <p>Motivating - for cycling, eco-driving, clean vehicles<br/>The klima:aktiv mobil awareness and information campaigns inform the media as well as and citizens about the benefits of climate friendly mobility like cycling and public transport, a fuel saving eco-driving, alternative vehicles and renewable energy motivating to environmentally friendlier and healthier mobility.</p> <p>Educating and certifying – for upgrading practitioners<br/>Education and certification for practitioners is a key element of klima:aktiv mobil, e.g. upgrading of driving teachers to certified eco-driving trainers.</p> <p>Awarding – for commitment to climate protection<br/>Projects committed to CO2 reduction are awarded as klima:aktiv mobil partners by the Minister of Environment for their exemplary work regarding the reduction of CO2 in transport.</p> <p>Lessons learned and successful results<br/>The klima:aktiv mobil programme stimulates the environment and the economy! It enables companies and cities to reduce emissions and to allocate benefits as well as to save costs.<br/>klima:aktiv mobil has achieved successful results:<br/>More than 1800 project partners are reducing around 450.000 tons of CO2 per year with their projects!<br/>1800 projects of cities, regions, companies, tourism and leisure operators, schools and youth groups were supported by klima.aktiv mobil with 42,5 Mio € thus inducing investments of about 271 Mio € and creating 3000 Green Jobs.<br/>Furthermore health benefits are achieved promoting physical active mobility by walking and cycling!</p> <p>klima:aktiv mobil was nominated as one of the five top nominees of the European Public Service Award 2009 (EPSA) and awarded as European Best Practice.<br/>For more information visit <a href="http://www.klimaaktivmobil.at">www.klimaaktivmobil.at</a></p> <p>Level: all<br/>Target Groups: all</p> |
| Target group<br><input type="text"/> ▼ |   |

| Level  | Description   |
|--|---|
| national <input type="text" value="national"/>                       | <p>IV2Splus (Strategy Programme on Mobility and Transport Technologies for Austria) by the Austrian Federal Ministry of Transport, Innovation and Technologies</p> <p>IV2Splus - Intelligent Transport Systems and Services plus - operates as a continuation of the successful forerunner programme IV2S (2002-2006), but goes beyond IV2S in significant aspects and establishes new emphases and core areas of content. The programme focuses on expanding excellence in research and development through stronger international embedding of successfully established national R&amp;D competences, with the goal of increased integration of these competences into international, industrial, value-creation chains. Austria should thereby also make a significant contribution to the development of future transport and mobility solutions at European level.</p> <p>Social, economic and technological developments are imposing increasingly complex demands on the transport system and its capacity. New technologies and innovations can make a key contribution towards designing sustainable, intelligent mobility and transport systems and are opening up new business opportunities for the transport engineering sector.</p> <p>The economy profits not only from an efficient transport system, but also from the market launch and dissemination of new products and services. Transport technologies therefore make a vital contribution to improving economic competitiveness and safeguarding Austria as a business location.</p> <p>Given the strong growth in transport – forecasts for 2020 predict an increase in goods transport of 30 percent and in passenger transport of 20 percent – and given the particular transport policy and environmental policy challenges currently faced (for example: climate protection goals), in the Seventh Framework Programme of the European Community for Research and Technological Development (2007-2013), the area of transport was defined as a strategic focus for research, with a significantly enhanced research budget.</p> <p>For further details please see: <a href="http://www.bmvit.gv.at/en/innovation/mobility/index.html">http://www.bmvit.gv.at/en/innovation/mobility/index.html</a></p> |
| Target group<br>communities <input type="text" value="communities"/> |   |

| Level                                | Description          |
|--------------------------------------|----------------------|
| <input type="text"/>                 | <input type="text"/> |
| Target group<br><input type="text"/> |                      |

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?**

Yes

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:

Support of common ticketing of different public transport operators (Verkehrsverbünde), investment in public transport network, financial support of cheaper tickets for some target groups like commuters, young and elderly people, research program in IC technologies to facilitate using public transport and sustainable mobility as whole.

Promotion of public transport in rural areas, such as municipality buses; Promotion of partnerships with the Austrian Federal Railways in the frame of klima:aktiv mobil (e.g. implementation of fuel-saving trainings, conversion to natural gas buses, etc.)

### Priority Goal 3: to reduce emissions of transport-related greenhouse gases, air pollutants and noise

indicator 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.**

The klima:aktiv mobil program (see Priority Goal 2.1) supported 900 e-mobility projects with more than 5300 alternative vehicles including 4400 electric vehicles, primarily e-bikes, e-scooters and small electric vehicles and a total amount of 8,2 Mio EUR was provided. The klima:aktiv mobil program supports companies and communities when replacing conventional vehicles by alternative vehicles, especially electric vehicles with up to 5000 EUR if renewable energy is used for operating the vehicle. Financial incentives and purchase tax credits exist for new cars with alternative propulsion systems: e.g. a tax credit of 500 EUR for hybrid vehicles. Furthermore, purchasing of electric vehicles is exempted from purchase tax and the annual motor vehicle tax, and thus resulting in about 4000 EUR saved for 5 years.

The Austrian Climate and Energy Fond was established jointly by the Ministry of Transport and Technology focusing on R&D e-mobility projects and the Ministry of Environment supporting pilot regions to foster e-mobility with renewable energy resources and to test electric vehicles in daily life conditions. Five pilot regions (so called model regions) have been established (2009: the VLOTTE project in Vorarlberg (200 e-cars/LDVs); 2010: the Salzburg Greater Area (100 e-cars; 750 e-bikes); 2011 the agglomerations of Graz, Vienna and Eisenstadt with its surroundings); for 2012 further pilot regions are planned focusing on e-commuters/e-taxis and large commercial electric vehicle fleets.

In 2010, a 10 point action program was signed by the Environment Minister and the chamber of commerce aiming at fostering the market introduction of e-mobility based on renewable energy sources in Austria. More recently, the inter-ministerial coordination on e-mobility in Austria has been strengthened by establishing a high-level steering group of the three Ministries concerned – the Ministry of Economy, Environment and Transport - to develop a national strategy and implementation plan for the market introduction of e-mobility. The work is supported by nine thematic working groups, where some 200 experts from industry, business, administrations and research institutions participated.

Biofuel are an important option in the Austrian strategy for the reduction of greenhouse gas emissions in the transport sector. The BMLFUW implemented the European Biofuel Directive by means of a substitution obligation and with an accelerated timetable. Since 2008 there is an obligation to substitute 5.75% of all fossil petrol and diesel fuels placed on the market or used in the federal territory by biofuel or other renewable fuels. This target was attained for the year 2010 and with a value of 6.58% substantially exceeded, mainly due to the blends B7 and E5, which are the dominant fuel types but also by promoting the use of higher blended bio fuels and bio-ethanol fuels (super ethanol E85) as well as the use of pure biodiesel and plant oil.

Implementation of the so called "Electric-Mobility Strategy/Plan", research programmes for alternative - low or zero emission - car motors (A3), eco-driving (Sprintspartraining, Lebensministerium) as well as already mentioned activities to improve public transport, walking and cycling conditions. See also the details in priority goal 2 indicator 2.1 concerning IV2Splus (Intelligent Transport Systems and Services plus) Programme on Mobility and Transport Technologies for Austria by the Austrian Federal Ministry of Transport, Innovation and Technologies.

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

Yes ▼

Specify

Speed limits for certain roads, grinding of rails, noise barriers, noise limit values for road

## Priority Goal 4: to promote policies and actions conducive to healthy and safe modes of transport

indicator 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**

Masterplan Cycling was developed by the Ministry of Environment in cooperation with other relevant Ministries, regions and municipalities as well as NGO's. For the first time a national target for cycling was set up in the Federal government in Austria: to double modal share of cycling from 5 % (2006) to 10 % (2015). The Masterplan Cycling covers with 20 measures all relevant policy areas for all-day cycling. With the klima:aktiv mobil program a financial support of 20,1 Mio. Euros for cycling projects was provided by the Ministry of Environment, which induces about 96 Mio. Euro investments in cycling. The klima:aktiv mobil program is now co-financing numerous cycling projects in Austria. The Federal co-financing of cycling infrastructure by klima:aktiv mobil supports all nine Federal States and the major cities to develop and implement regional and local cycling infrastructure improvement plans. The mid-term evaluation of the Masterplan shows 2010 already an increase of the cycling shares in Austria from 5% to 7%. Furthermore a national cycling coordinator was established in the Ministry of Environment, Division of Transport, Mobility, Human Settlement and Noise, and all nine Federal States and all major cities followed this example and also established regional/local cycling coordinators. These cycling coordinators form the Austrian National Task Force for Cycling as a governmental group to coordinate and promote cycling in Austria.

Within the frame of THE PEP Austria (by the Ministry of Environment) provided financial support to develop the HEAT for Cycling Health Economic Assessment Tool (HEAT) for Cycling (WHO), which is an Excel Tool to assess the economic effect of cycling, based on reduced all-cause mortality. This Tool was translated into German language and disseminated to the relevant stakeholders, transport planner/traffic engineers, health economists and local policy maker in Austria. The Tool offers a comprehensive possibility to assessment of a city/region (cycling share), assessment of a cycle path (cycling infrastructure) and cost benefit-analysis.

The HEAT Tool was also applied to assure the achievement of the cycling targets in the Austrian Masterplan Cycling:

- 811 Mio. Euro mean annual benefit
- 824 'saved lives' per year
- 1.253 Euro annual savings per cyclists
- arguments for the implementation within infrastructure cost benefit analyses

Road safety initiatives are particularly successful when the road transport system is handled as an intermodal total system. In such a system, road safety is frequently included as part of an integrated total transport concept.

Providing sustainable mobility and making public transport more attractive are two further guiding principles in the Austrian Road Safety Programme. Activities in this area include:

- Promoting environmentally-friendly alternatives through targeted information, incentives and inclusion in traffic and road safety education programmes
- Designing safe stations and stops for public transport
- Expanding and consolidating the public transport network
- Making public transport a more attractive option, above all for commuters
- Creating attractive intermodal links (Park&Ride, Bike&Ride)

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 Austrian Road Safety Programme 2011-2020 contains over 250 measures in 17 fields of action. These specific groups of road users are especially contained in the chapters 3.4 children, 3.5 young road users, 3.6 elderly road users and 3.7 pedestrians. The respective law called "Behindertengleichstellungsgesetz gives physically handicapped persons equal mobility chances as reason for improvements of railways and urban public transport. Introduction of low floor busses (for example in Vienna completed), low floor trams in service in all big cities with trams (Wien, Graz, Linz, Innsbruck).

National klima:aktiv mobil Programme "Mobility Management for Children, Parents and Schools" of the Federal Ministry of Agriculture, Forestry, Environment and Water Management: Since 2005 183 schools and kindergartens with parents involvement have been continuously carried out school-mobility-management plans. Assisted by mobility consultants many actions were implemented in order to reduce car-traffic in front of schools. With this programme an annual reduction of about 550.000 car trips could be achieved. New focus "Youth" within the national klima:aktiv mobil Programme "Mobility Management for Tourism and Leisure" since 2010: The programme aims not only at raising the awareness of young people for the need of using eco-friendly transport during leisure time, but also encouraging all sectors involved developing new and improved mobility facilities for and with participation of young people. Therefore lots of actions have been carried out such as: a study and a guideline about youth mobility, workshops with all relevant sectors (youth, environment, transport), a "train the trainer" course for youth experts about "climate and mobility" for promoting youth mobility projects in youth centres and other youth facilities, various pilot youth (participation) projects. According to the commitments made at the fifth WHO Ministerial Conference on Environment and Health in Parma 2010 the Federal Ministry of Agriculture, Forestry, Environment and Water Management launches the development of regulations and guidelines for a child-friendly traffic planning.

## 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? Yes ▼

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? In preparation ▼

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 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? Yes ▼

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?

Yes ▼

Please specify:

Interministerial Task Force Transport, Health and Environment (THE PEP, CEHAPE), klima:aktiv mobil network, Doctors for a Health Environment

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

Yes ▼

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?**

Yes ▼

Represented sectors:

Transport

Education

Environment

Urban planning

Health

Agriculture

Finance

Others, please specify:

NGOs e.g. Doctors for a Health Environment, Austiran Youth Respresent.

Academia

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

Yes ▼

Please list main documents:

ÖSTRAT (Austrian Strategy for Sustainable Development), Austrian Transport Safety Map, Austrian Children Environment Health Action Plan (CEHAP), Masterplan Cycling

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

Yes ▼

Please list main documents:

klima:aktiv mobil, Austrian Children Environment Health Action Plan (CEHAP)

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

Yes ▼

Please specify:

e.g. Masterplan Cycling, klima:aktiv mobil

## 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.**

THE PEP led to concrete improvement of certain Austrian regions, e.g. in Burgenland, starting with the International Conference on Transport and the Environment in Europe, organised by joint initiative of Austrian authorities (the Ministry of Agriculture, Forestry, Environment and Water Management, the Ministry of Transport, Innovation and Technology, Land Burgenland) and the UNECE in cooperation with the CEI, convened in Eisenstadt on 14–15 March 2001, and culminated into the Project Environmentally Sustainable Transport and Tourism in Sensitive Areas – Lake Neusiedl - Fertő-tó Region:

As a World Heritage Site and a highly sensitive ecosystem the Lake Neusiedl/ Fertő-tó - Region requires a tailor made environmentally sound management of transport and infrastructure, to accomplish both the requirements to protect human health and the environment as well as to perform as a sustainable region. As a result the umbrella project was started to develop and implement measures which will ensure that the intrinsic assets of a World Heritage Site and its ecosystem remain in accordance with the challenges posed by the need for mobility, as well as by transport, economy and tourism. Additionally, this project is a contribution to a sustainable, cross-border development of the region.

Implementation modules and projects

The individual projects of the umbrella project are being implemented under 5 working modules:

1. Pilot projects targeted at innovative forms of municipal public transport

Implementation projects: Municipal bus systems: "Gmoabus":demand-oriented community bus schemes in Breitenbrunn, Mörbisch and Purbach am Neusiedler See

"neusiedl mobil" in Neusiedl am See: combination of city bus (daytime) and shared taxi system (evenings and weekends/holidays)

2. Regional public transport (make.IT) and a mobility centre

Implementation projects: Burgenland Mobility Centre: The mobility centre team is involved in the individual modules of all implementation projects and carries out networking activities, e.g. concerning the topic of optimising public transport services or promoting (everyday) bicycle transport in the region.

3. Eco-mobility and eco-tourism

The purpose of module 3 is to accomplish a significant improvement of the car-free mobility services in the region, especially within tourism. Within this package a large number of such services have been established, e.g. the Neusiedler See Card – also considered to be an "Eco-mobile key for eco-tourist services" – which gives visitors to the region inexpensive or even free access.

4. Sustainable commercial transport and regional development

Implementation projects: "Strengthening of town centres": Projects have been developed in the following two cities:

Purbach: This project focused on creating synergy effects with the municipal bus system (e.g. central information point, establishing a central square) as well as optimising bicycle transport. Neusiedl: within the project "P.I.E.R." measures are being taken to establish a better pedestrian and bicycle connection between the town centre and the lake Neusiedl Passenger Information System in Eisenstadt: Installation of a modern monitor system to provide an overview of upcoming arrivals and departures of busses and information on delays and exact routing

5. Tailored infrastructures and new vehicle technologies

Implementation projects: Solar powered boat National Park: The boat runs on environment friendly solar technology and is used for eco-educational purposes and on press tours between Illmitz and Sarród (Hungary)

Nexbike Burgenland: This automatic rental bike system offers 6 terminals within the region to lend a bike easily by mobile phone and return it at any of those terminals.

Electrification of the regional railways.

The umbrella project was implemented and funded by the Federal Ministry of Agriculture, Forestry, Environment and Water Management, Federal Ministry of Transport, Innovation and Technology, Federal Ministry of Economics and Labour and the Federal State of Burgenland. Additional funds come from the EU INTERREG IIIA Programme, financed under the European Regional Development Fund (ERDF). In addition, it is supported and financed by a number of implementation partners, like cities, municipalities, unions and tourism agencies. The total project cost was about 10 Mio. Euros, of which 50 % EU co-financing, 25 % regions and 25 % Federal Ministry of Transport, Environment, Economy.

The project priorities and modules were elaborated in cross border collaboration particularly based on an agreement of the Austrian and Hungarian Ministers of Environment including proposals for implementation projects. The project implementation is coordinated with Hungarian and Slovak authorities within the EU INTERREG IIIA Programme Austria-Hungary and Austria-Slovak Republic.

Masterplan Cycling was developed by the Ministry of Environment in cooperation with other relevant Ministries, regions and municipalities as well as NGO's. For the first time a national target for cycling was set up in the Federal government in Austria: to double modal share of cycling from 5 % (2006) to 10 % (2015). The Masterplan Cycling covers with 20 measures all relevant policy areas for all-day cycling. With the klima:aktiv mobil program a financial support of 20,1 Mio. Euros for cycling projects was provided by the Ministry of Environment, which induces about 96 Mio. Euro investments in cycling. The klima:aktiv mobil program is now co-financing numerous cycling projects in Austria. The Federal co-financing of cycling infrastructure by klima:aktiv mobil supports all nine Federal States and the major cities to develop and implement regional and local cycling infrastructure improvement plans. The mid-term evaluation of the Masterplan shows 2010 already an increase of the cycling shares in Austria from 5% to 7%. Furthermore a national cycling coordinator was established in the Ministry of Environment, Division of Transport, Mobility, Human Settlement and Noise, and all nine Federal States and all major cities followed this example and also established regional/local cycling coordinators. These cycling coordinators form the Austrian National Task Force for Cycling as a governmental group to coordinate and promote cycling in Austria. Within the frame of THE PEP Austria (by the Ministry of Environment) provided financial support to develop the HEAT for Cycling Health Economic Assessment Tool (HEAT) for Cycling (WHO), which is an Excel Tool to assess the economic effect of cycling, based on reduced all-cause mortality. This Tool was translated into German language and disseminated to the relevant stakeholders, transport planner/traffic engineers, health economists and local policy maker in Austria. The Tool offers a comprehensive possibility to assessment of a city/region (cycling share), assessment of a cycle path (cycling infrastructure) and cost benefit-analysis. The HEAT Tool was also applied to assure the achievement of the cycling targets in the Austrian Masterplan Cycling:

- Austrian national goal 10% cycling share until 2015
- HEAT for Cycling used to calculate the economic effects
- 811 Mio. Euro mean annual benefit
- 824 'saved lifes' per year
- 1.253 Euro annual savings per cyclists
- arguments for the implementation within infrastructure cost benefit analyses

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 PEP activities are only on voluntary basis, there are no legal obligations and no direct financial support.

Indicator 7.3

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

Enhancing and strengthening of THE PEP implementation mechanism, of THE PEP Partnership, in particular green jobs, facilitating national workshops, screening of possible funding mechanism like EU-projects, IFIs, training capacity building, etc.