

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	<input type="text" value="Austria"/>	Date	<input type="text"/>
Name of officer (national focal point) responsible for submitting the report	<input type="text" value="Mr Robert Thaler"/>		
Institution	<input type="text" value="Federal Ministry of Agriculture, 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	<input type="text" value="1. Mr Fritz Wagner
2. Mr Wolfgang Grubert"/>		
Institutions	<input type="text" value="1. Federal Ministry of Health
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 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. Since 2005 it is already supporting over 2.900 businesses, communities, cities and regions achieving 530.000 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 51,1 million for projects to reduce green house gas (GHG) emissions in transport. This stimulated a total investment sum of EUR 383 million and created and saved about 4.300 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 Federal Ministry of 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. 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 programm 2012 -2017 for rail approx. 2000 Mio Euro yearly are planned, for high ranked roads approx. 1000 Mio. Euro yearly.

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 ad-visory 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 2011 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 awarenessraising 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.

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 CO2-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 CO2 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. 320 klima:aktiv implementation partners in tourism involved have already reduced CO2 emissions yearly by some 63.000 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" value=""/>	klima:aktiv mobil Austrian Federal Action Programme for Mobility Management to reduce CO2 emissions, to promote environmentally friendly and energy efficient mobility and to stimulate new
Target group	

innovative business opportunities and green jobs.
 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. 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.

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. **Building**

on Partnerships

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.

Visit the klima:aktiv mobil partners: www.maps.klimaaktiv.at

klima:aktiv mobil - 5 offers of support for companies, cities and municipalities, leisure and tourism operators, schools and youth groups

Consulting – for climate friendly mobility

The relevant transport actors are supported to develop and implement environmentally friendly mobility management by tailor-made programmes:

- + Mobility Management for companies, real estate developers and fleet operators
- + Mobility Management for cities, municipalities and regions
- + Mobility Management for leisure, tourism and youth
- + Mobility Management for children, parents, schools
- + Eco-Driving Initiative for fleet operators

Funding – mobility projects to reduce CO2

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.

Motivating - for cycling, eco-driving, clean vehicles

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.

Educating and certifying – for upgrading practitioners

Education and certification for practitioners is a key element of klima:aktiv mobil, e.g. upgrading of driving teachers to certified eco-driving trainers.

Awarding – for commitment to climate protection

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.

Lessons learned and successful results

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. klima:aktiv mobil has achieved successful results:

More than 2.900 projects are reducing around 530.000 tons of CO2 per year with their projects! 2.900 projects of cities, regions, companies, tourism and leisure operators, schools and youth groups were supported by klima.aktiv mobil with 51,1 Mio € thus inducing investments of about 383 Mio € and creating 4.300 Green Jobs.

Furthermore health benefits are achieved promoting physical active mobility by walking and cycling!

In 2011 klima:aktiv mobil was already the second time awarded as European Best Practice of the European Public Service Award 2009 (EPSA).

For more information visit www.klimaaktivmobil.at

Level: all

Target Groups: all

Level

national

Description

IV2Splus (Strategy Programme on Mobility and Transport Technologies for Austria) by the Austrian Federal Ministry of Transport, Innovation and Technologies

Target group

IV2Splus - Intelligent Transport Systems and Services plus - operates as a continuation of

communities ▼

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&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. 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. 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. 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. The programme line ways2go is focused on the movement of persons and is geared towards developing a knowledge base of future mobility and transport issues. Personal mobility in today's society is closely linked to socio-demographic, socio-economic and land use. Changes and developments in these areas must be fully considered in the design of future transport systems both to achieve a high level of user acceptance and to provide sustainable transport networks. Particularly interesting are questions in the areas of age discrimination, social inclusion, equal opportunities and accessibility in transport, as well as mobility in rural areas. The research program line ways2go supports development of innovative transport technologies designed to address evolving mobility needs within the framework of the mentioned strategic initiative IV2Splus "Intelligent Transport Systems and Services plus" through funding R&D projects and measures that stimulate the development of new technologies and products.

Level

▼

Description

Target group

▼

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 ▼

Yes

Please, specify:

Support of common ticketing of different public transport operators (Verkehrsverbände), 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. There are also investments in public transport networks and the financial support of cheaper tickets for some target groups like commuters, young and elderly people. Also promoting of public transport in rural areas (like Burgenland), such as municipality busses.

Further measures to promote high-quality integrated public transport have been set in ...

- The Austrian Climate Strategy

http://www.lebensministerium.at/umwelt/klimaschutz/klimapolitik_national/klimastrategie/Klimastrategie.html and

- The Austrian Energy Strategy (Development of a sustainable energy system)

<http://www.energiestrategie.at> and

- The Austrian Climate Adaptation Strategy

<http://www.klimawandelanpassung.at> or

<http://www.klimaanpassung.lebensministerium.at>

National klima:aktiv mobil programmes:

Companies, real estate developers, public administrations, cities, communities and regions, tourism and leisure operators, youth groups and schools receive free consultation and support in developing climate-friendly mobility management and more efficient traffic solutions for reducing CO2 emissions (www.klimaaktiv.at).

Here the BMLFUW has a good cooperation with the austrian railway federation (e.g. implementation of fuel-saving trainings, conversion to natural gas busses, etc.). We also support public urban transport improvement with awareness raising campaigns, e.g. European Mobility Week and European Carfree Day with a focus on regional railways, various funds, mobility management measures, the "Kindermeilen"-campaign and so on. Our information is widespread via mass media, internet, awarding of specific

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 1200 e-mobility projects with more than 10.000 alternative vehicles including 9.000 electric vehicles, primarily e-bikes, e-scooters and small electric vehicles and a total amount of 8,6 Mio EUR was provided. Furthermore, 220 projects of 1000 charging stations using 100% renewable energy were also supported by the program with some 400.000,- EUR.

Particular attention is given to the promotion of eco-driving by providing trainings to young drivers in the context of the driving license, trainings to bus and truck drivers as well as drivers for agricultural tractors. To date, there are 900 trainers certified by the national program and more than 20.000 drivers trained as well as annually 90.000 young drivers educated. The Eco-driving program includes also an international component within the EU ECOWILL-Project which is coordinated by the Austrian Energy Agency. A very first test of the program outside the EU has been carried out in Moscow in summer 2012, where Austrian master trainers provided Eco-driving trainings for participants of the international THE PEP Conference on Urban Mobility Management. The test proved again the significant fuel economy savings through Eco-driving trainings of the order of 15 to 20% compared to ordinary driving style.

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 the use of renewable energy resources. Eight pilot have been established to test electric vehicles and battery charging infrastructure in daily life conditions; 2009: the VLOTTE project in Vorarlberg (360 e-cars/LDV's and 175 charging stations); 2010: the Salzburg Greater Area (100 e-cars; 750 e-bikes and 75 charging stations); 2011: the urban agglomerations of Graz, Vienna and Eisenstadt with its surroundings; 2012: three pilot regions focusing on e-commuters (Southern Vienna Belt of Lower Austria) and two projects on large commercial electric vehicle fleets (Austrian Postal Services, E-logistics in Klagenfurt).

More recently, inter-ministerial coordination on e-mobility in Austria has been strengthened by establishing a high-level steering group of three Ministries involved – the Ministry of Economy, Environment and Transport - to develop a national strategy and implementation plan for the market introduction of e-mobility. The work was supported by nine thematic working groups, where some 200 experts from industry, business, administrations and research institutions participated. The Implementation Plan for E-

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 Yes 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 lifes' per year
- 1.253 Euro annual savings per cyclists
- arguments for the implementation within infrastructure cost benefit analyses

Through cooperation of the Ministry of Environment and the Austrian Chamber of Commerce a "Cycling Calculator for Companies" was developed, which calculates the cost reduction for companies as a consequence of reduced sickness absence due to cycling employees. The modal shift of 100.000 commuters from cars to bicycles will save yearly 13 Mio. Euros of sickness costs for companies (www.klimaaktivmobil.at/radrechner). The HEAT for Walking implementation for Austria (approximately 20% walking modal-share) shows an enormous health benefit through all-day walking in Austria: a yearly saving of 1.8 milliard Euro of health costs due to 1.147 „saved“ lifes.

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

Yes ▼

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). "The Austrian Research Society for Road and Transport (FSV) introduced an expert committee for children-friendly mobility. Representatives of ministries (Environment, Transport), health- and other NGOs participate. The main task of this committee is to work out guidelines for mobility planning meeting the requirements of children." 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 more than 200 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. National klima:aktiv mobil Programme "Mobility Management for Tourism, Leisure and Youth" of the Federal Ministry of Agriculture, Forestry, Environment and Water Management: The special focus on youths aims not only at raising 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 in the field of "climate and mobility" becoming so-called "Jugendmobil-Coaches" (youthmobility-coach). Operational areas of the "Jugendmobil-Coaches" are:

- Implementing and coaching of various projects with youths (e.g. awareness raising workshops about sustainable transport)
- Designing and moderating processes with youth participation in the field of transport (e.g. workshops with youths and transport experts)
- Qualifying other youth experts in the field of "climate and transport"

Within the klima:aktiv mobil Programme a special financing for institutions of youth work was

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:

http://

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 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?** 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:

- | | |
|---|---|
| <input checked="" type="checkbox"/> Transport | <input checked="" type="checkbox"/> Education |
| <input checked="" type="checkbox"/> Environment | <input checked="" type="checkbox"/> Urban planning |
| <input checked="" type="checkbox"/> Health | <input checked="" type="checkbox"/> Agriculture |
| <input checked="" type="checkbox"/> Finance | <input checked="" type="checkbox"/> Others, please specify: <input type="text" value="NGOs e.g. Doctors for a Health Environment, Austiran Youth Respresent."/> |
| <input checked="" type="checkbox"/> Academia | |

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

Yes ▼

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)?**

Yes ▼

Please list main documents:

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

Yes ▼

Please specify:

7. Future of THE PEPIndicator 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 Austrian Ministry of Agriculture, Forestry, Environment and Water Management has initiated the project TRANSDANUBE, which was submitted at the 4th call of the transnational ETC-program South-East-Europe in November 2011. This project TRANSDANUBE aims to identify solutions for mobility management through sustainable accessibility and interconnectivity between cities and regions along the Danube and within participating regions by environmentally sound mobility like trains and busses, dial a ride busses and taxis, environmentally friendly alternative vehicles, ships and boats, and in particular focusing on promotion of health promoting human powered mobility like cycling and hiking. Special focus lies on the environmentally friendly accessibility of tourism regions and nature parks. Contacts to THE PEP have already been established during the development and submission phase of the project and have helped to develop a partnership with wide support on the national level - which will be essential for future implementation of the activities of the partners. This impressing high support on (trans-) national level was one of the main factors for the excellence result of the project evaluation which has led to the approval with conditions of the project in July 2012 – the final approval is to be expected at the beginning of October 2012. The project will start with October 2012 and take two years. 14 financing project partners of 8 countries, mainly from the regional level will implement their soft mobility & tourism activities in the Danube Region till September 2014 with an overall budget of 2,37 Mio Euro – 85 % cofounded by ERDF resp. IPA-Fonds. In sum, the common transnational cooperation on all levels has made it possible, that 2 Mio. Euro of funds (1,8 from ERDF, 0,2 Mio. From IPA-funds) can be applied for the promotion of the development and practical implementation of concepts and measures to make transport and mobility along the Danube more sustainable. With that the project aims to contribute to the UNECE WHO Transport Health Environment program THE PEP. It is foreseen that the PEP focal points will act as an advisory board during the whole project implementation phase. ACCESS2MOUNTAIN started in May 2011, submitted at the 2nd call of the transnational ETC-program South-East-Europe and initiated by the BMLFUW, member of THE PEP. This project ACCESS2MOUNTAIN aims at developing appropriate conditions to increase the accessibility of mountain regions in the Alps and the Carpathians by sustainable transport and support the development of a high potential for sustainable tourism. ACCESS2MOUNTAIN aims at setting up pilot projects to access tourist areas and to ensure sustainable local mobility at destinations. Furthermore, the experiences gained in this exercise and the experiences from other mountain tourist regions will be shared in order to enhance the regional knowledge and introduce further sustainable mobility services. The project will also give inputs to the development of the transport protocol of the Carpathian Convention. The project started in May 2011 and will take 3 years. 10 financing project partners of 6 countries, mainly from the regional level will implement their soft mobility & tourism activities in the mountainous regions of the Alps and the Carpathians by the end of April 2014. Furthermore the project enjoys widespread support at transnational, national and regional level as the Permanent Secretariat of the Alpine Convention or the Focal Points of the Carpathian Convention amongst others. The overall project budget is about 2,2 Mio Euro – 85 % cofounded by ERDF -Fonds. In sum, the common transnational cooperation on all levels has made it possible, that 1,9 Mio. Euro of funds can be applied for the promotion of the development and practical