

Questionnaire for reporting on progress made since 2009 on the attainment of the Amsterdam Goals

In preparation for the Fourth High-level Meeting on Transport, Health and Environment (4HLM) in Paris on 14-16 April 2014, THE PEP was conducting its yearly surveying of Member States on the developments in achieving the goals of the Amsterdam Declaration from 2009. These replies were used to write an assessment report of progress made in Member States to be launched at the 4HLM. As such, this survey provided an opportunity for Member States to highlight and showcase their achievements in implementing THE PEP since 2009.

The answers below were submitted by the listed THE PEP focal point(s) to THE PEP secretariat in fall 2013 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 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 4.000 businesses, communities, cities and regions achieving 540.000 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 56,3 million for projects to reduce green house gas (GHG) emissions in transport. This stimulated a total investment sum of EUR 412 million and created and saved about 4.600 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.

A study on the „ecological footprint“ of the system railway shows, that the actual annual investments in the rail infrastructure in Austria create 24.000 jobs during the construction phase. The share of small and medium enterprises (SME) on the economic benefits of the rail infrastructure investments is almost 80 %, moreover, an additional growth the Austrian GDP of 0,6 % is caused by rail infrastructure investments. So in times of smaller growth these investments are a considerable contribution to growth.
Source: http://science.apa.at/site/politik_und_wirtschaft/detail.html?key=SCI_20130710_SCI39491352013637758

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.

Since December 2012 the first part of the new Vienna rail main station is operating. The full service will be provided in December 2014. The new central railway station will reduce changing trains and especially facilitate to travel through Vienna, e.g. from Slovakia to the western regions of Austria or to Germany, more information is available at <http://www.hauptbahnhof-wien.at/>

Successful examples for Intermodality are the Cargo Center Graz and the 3-modal terminal Wiener Hafen, which connects the modes rail, road and the Danube as inland waterway. More information is available at: <http://www.cargo-center-graz.at/cms/start.php> and <http://hafen-wien.com/en/home>.

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 once a 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. In addition, the Austrian road safety fund publishes the final reports of researched projects carried out to raise road safety (<http://www.bmvit.gv.at/verkehr/strasse/sicherheit/fonds/vsf/index.html>). 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 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 22,2 Mio. Euros for cycling projects was provided by the Ministry of Environment, which induces about 135 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.

Masterplan Walking is under preparation.

As mentioned before, the bmvit focuses on infrastructure investment for rail and combined transport. In Austria the national authorities are not responsible for cycling and walking infrastructure, which is provided by regional authorities and the municipalities. The bmvit is responsible for the road traffic act and e.g. the bicycle roads where motorized traffic is strictly restricted were introduced in this legislation in 2012.

Moreover, the bmvit published some studies which result in recommendations, which are helpful for walking and cycling. These recommendations are addressed on planners, decisions makers but also on pedestrians and cyclists. A currently published study provides recommendations for intermodal nodes, where cyclists change to public transport and park their bicycles. In another brochure recommendations for cyclists were summed up. Moreover, a study on cost-efficient measures to increase the share of cycling on traffic performance was published by the bmvit. Two more brochures focus on walking and cycling of elderly people. An overview to studies and brochures of the bmvit to promote healthy and safe walking and cycling is available at: http://www.bmvit.gv.at/service/publikationen/verkehr/fuss_radverkehr/index.html

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 results could be achieved, see <http://www.bmvit.gv.at/verkehr/gesamtverkehr/tourismus/index.html>.

The project BATCo (Baltic Adriatic Transport Cooperation), funded by the Central Europe Programme for European Transnational Cooperation (ETC) is almost finished. In the frame of this project also potentials for ecologically sustainable mobility in tourism in the BATCo areas – focused on Austria were identified and packages including train journeys and “soft” mobility in the holiday destination are recommended, more information to the whole project at <http://www.baltic-adriatic.eu/> (Reports on tourist mobility under preparation).

The project “Access2mountain” in the South East Europe Programme is focused on sustainable tourist mobility in the Alps and in the Carpathians. The bmvit as project-partner contributes a study on good practice to maintain and to improve services on regional railways. The study shows that regional railways can be very successful on the tourist market and be also a point of interest for tourists. Finally recommendations for regional railways in the project regions, especially for the Mariazeller Bahn in Austria are worked out (more information at www.access2mountain.eu).

A further project, “Transdanube”, is also elaborated in the South East Programme and focuses on ecologically sustainable tourism along the Danube. In this project in addition to trains also ships and cycling holidays are main topics. The region Neusiedler See, where measures to promote sustainable tourism are already implemented, joined this project as partner (see also under indicator 7.1), more information at <http://transdanube.eu/>.

Finally in the project “AlpInfoNet” in the ETC Alpine Space Programme user-friendly It-based information systems for the “last mile” were elaborated. Studies show that due to the missed information about soft mobility in the holiday destinations the guests travel by private car although sustainable mobility offers like minibuses are provided, more information at www.alpinfonet.eu.

The described ETC projects are examples for the good cooperation of the Austrian ministries which are responsible for mobility and tourism, the environment agency and regional authorities (“Länder”, regional cooperation networks, e.g. tourism boards).

The “klima:aktivmobil” 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.

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=""/>	<p>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 innovative business opportunities and green jobs. Based on the positive results of the first programme period (2005-2012), the klima:aktiv mobil programme of the Federal Ministry of Agriculture, Forestry, Environment and Water Management is now being extended until 2020 in agreement with the Federal Ministry of Finance. Both an independent evaluation conducted by the respected Wuppertal Institute and the Austrian Court of Audit issued positive assessments of the klima:aktiv mobil programme and recommended that the programme be continued and developed further. Tried and tested methods will be retained and improved, and synergies will be created through increased networking of the programmes and partners. 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 <u>Consulting</u> – for climate friendly mobility The relevant transport actors are supported to develop and implement environmentally friendly mobility management by tailor-made programmes:</p>
<input type="text" value=""/>	

	<p>+ 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</p> <p><u>Funding</u> – 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. New priorities were set in 2013 with attractive new funding incentives (e.g. bicycle parking facilities, job tickets, range extender, etc.) , more stringent quality requirements for funded projects and a simplified online funding application process.</p> <p><u>Motivating</u> - 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.</p> <p><u>Educating and certifying</u> – 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.</p> <p><u>Awarding</u> – 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.</p> <p>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 4.000 projects are reducing around 540.000 tons of CO2 per year with their projects! 3.800 projects of cities, regions, companies, tourism and leisure operators, schools and youth groups were supported by klima.aktiv mobil with 56,3 Mio € thus</p>	
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Level national ▼	Description
Target group communities ▼	<p>The bmvit elaborated an Austrian traffic plan ("Gesamtverkehrsplan") which was published in December 2012. The main targets are:</p> <p>The transport system should become:</p> <ul style="list-style-type: none"> • more social sustainable, • safer, • more environmentally sustainable and • more efficient.

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 ▼

Please, specify:

Support of common ticketing of different public transport operators (Verkehrsverbünde), investment in public transport network, financial support of cheaper tickets especially for young people.

We are also promoting public transport in rural areas (like Burgenland), such as municipality busses or so called "Gemeinde-Schnuppertickets" for public transport systems (like Oberösterreich).

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>
- The 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 (<http://www.klimaaktiv.at>). 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 awarding; presentations and training courses and various actions for communities and companies.

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 3.100 projects with more than 12.000 alternative vehicles - including 11.000 electric vehicles, primarily e-bikes, e-scooters and small electric vehicles - and a total amount of 14,1 Mio EUR was provided. Furthermore, 300 projects of 1.700 charging stations using 100% renewable energy were also supported by the program with some 650.000,- 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 1000 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 Workshop 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. A similar exercise will be carried out during the international THE PEP Workshop in Almaty, Kazakhstan in October 2013 where teacher from car driving schools car and public company bus drivers will be trained in Ecodriving by Austrian master trainers.

The klima:aktiv mobil program supports companies and communities when replacing conventional vehicles by alternative vehicles, especially electric vehicles with up to 4.000 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 cost savings of some 4.000 EUR for 5 years.

The Austrian Climate and Energy Fond was established jointly by the Ministry of Transport and Technology focusing on R&D emobility 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/LDVs and 175 charging stations); 2010: the Salzburg Greater Area (100 ecars; 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 (mail and parcel delivery with specially designed e-bikes, e-scooters and light-duty e-vehicles), 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 - that developed a national 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 Electromobility in Austria was adopted by the Federal Government in July 2012 and includes 65 short-term measures to forster

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**

Austria has established in 2012 10 National Health Targets considering a Health-in-all-policies approach: Target Nr. 4 and Target Nr. 8 are relating to the promotion of cycling and walking:

Target 4: To secure sustainable natural resources such as air, water and soil and healthy environments for future generations

Target 8: To promote healthy, safe exercise and activity in everyday life through appropriate environments

In 2012 further the Ministry of Health and the Ministry of Sports developed a National Action Plan for Physical Activity, which aims to increase mobility by physically active modes of transport in particular to the Austrian national goal of 10% cycling share until 2015 and the implementation of the Masterplan Cycling. Additional from the Ministry of Environment HEAT for Cycling were used to calculate the economic effects (811 Mio. Euro mean annual benefit; 824 'saved lives' per year; 1.253 Euro annual savings per cyclists), and a calculator for companies, which calculates the cost reduction of reduced sickness absence due to cycling, were developed (13 Mio. Euro annual savings when 100.000 commuter shift from car to bicycle). Within the klima:aktiv mobil financial support programme cycling infrastructure had to be built in compliance with the national guidelines and specifications for roads (RVS Cycling). The RVS Cycling guidelines defines a minimum level for safe cycling infrastructure f.e. cycle path width etc.

Masterplan Walking is under preparation.

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

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. For improving road safety for pedestrians - especially children and schoolchildren - 2013 was a road safety awareness campaign to sensitize vehicle drivers implemented (<http://www.bmvit.gv.at/presse/aktuell/nvm/2013/0627OTS0118.html>). 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 240 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.

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:

- Publications (studies, guidelines, folder) on youth mobility
- Workshops with all relevant sectors (youth, environment, transport)
- Implementing of pilot projects (e.g. youth participation projects)
- Special financing for institutions of youth-work to implement youth mobility projects
- "train the trainer" courses for youth experts in the field of "climate and mobility" becoming so-called "Jugendmobil-Coaches" (youthmobility-coach).

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, National Task Force Cycling

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
 Environment
 Health
 Finance
 Education
 Urban planning
 Agriculture
 Others, please specify:

NGOs e.g. Doctors for a Health Environment, Austrian 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, National Action Plan for Physical Activity

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 Austrian Ministry of Agriculture, Forestry, Environment and Water Management has initiated the project TRANSDANUBE, which was successfully submitted at the 4th call of the transnational ETC-program South-East-Europe in November 2011 and started with October 2012, its duration is 2 years. 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. 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-Funds. 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) could 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. In the year 2013 an additional project partner from Moldava is going to be integrated in he project and with this ENPI funds will be applied, too. The project aims to contribute to the Danube Strategy as well as to the UNECE WHO Transport Health Environment program THE PEP. The PEP focal points act as an advisory board during the whole project implementation phase and are informed about the progress regularly.

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 which will be finalized in spring 2014. The project started in May 2011 and will take 3 years. 10 financing project partners of 6 countries, mainly from the regional level are implementing 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 and strenghtens the cooperation of the two conventions in that field. 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 could be applied for the promotion of the

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 implementantion 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.