

Questionnaire for reporting on progress made on the attainment of the Paris Goals

Following the Fourth High-level Meeting on Transport, Health and Environment (4HLM) in Paris on 14-16 April 2014, THE PEP continued to conduct its yearly surveying of Member States on the developments in achieving the goals of the Paris Declaration since 2014. These replies were used for a regional overview on progress made at the 12th Session of the Steering Committee of THE PEP in November 2014.

The answers below were submitted by the listed THE PEP focal point(s) to THE PEP secretariat in fall 2014 and are provided here in an unedited version.

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

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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 Paris 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 Action Programme for Mobility Management **klimaaktiv 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 4.900 businesses, communities, cities and regions achieving 570.000 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 **klimaaktiv mobil** program has given financial support of EUR 66,6 million for projects to reduce green house gas (GHG) emissions in transport. This stimulated a total investment sum of EUR 495 million and created and saved about 5.600 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.

klimaaktiv mobil is part of the broader umbrella program **klimaaktiv** 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 **klimaaktiv 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. **klimaaktiv 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.

Clean and efficient intermodal connections. *Please specify:*

The Ministry for Transport, Innovation and Technology (bmvit) supports efficient inter-modality in passenger transport and the development and implementation of solutions for combined freight transport, including infrastructure.

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. The target of the General Transport Plan for Austria (published by the bmvit in December 2012) is to make 140 railway stations with the most passengers in Austria accessible for handicapped people until the end of 2015. Since December 2012 the first part of the new Vienna rail main station is operating. The full service will be introduced in a main step in December 2014 and with additional trains in December 2015. The new central railway station will reduce changing trains and especially facilitate to travel through Vienna, e.g. from Slovakia or Hungary to the western regions of Austria or to Germany, more information is available at <http://www.hauptbahnhof-wien.at/>

Successful examples for Intermodality in freight transport 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 for 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 personalized number plate (currently EUR 200 for 15 years). Of this, 60% is channeled 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 (ÖAMTC, ARBÖ, VCÖ), trade representative bodies and special interest groups (WKO, Chamber of Labour), road safety organizations (KFV) and ASFINAG. Since 2010 the VSF has issued invitations to tender once a year. The Ministry for 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 at <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. 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 main objective to improve safety.

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

In Austria in general the local authorities (municipalities) and regional authorities (states = "Länder") are responsible for the construction and the maintenance of the infrastructure for cycling and walking, but the federal ministries contribute never-the-less to improve the conditions for walking and cycling. Masterplan Cycling was developed by the Ministry of Environment in cooperation with other relevant Ministries, regions and municipalities as well as NGO's, with the national cycling target 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 klimaaktiv 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 klimaaktiv mobil program supports 1.800 cycling projects in various scales in Austria from municipalities, businesses and tourism including 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. The "Master Plan Walking" is under preparation in cooperation of bmvt, BMLFUW and the Austrian Environment Agency. This master plan should provide support for decision makers to pedestrian traffic, also for many small everyday decisions, which have a direct or indirect impact on the traffic. The "Master Plan Walking" should join forces to promote pedestrian traffic, create synergies and contribute to increase the share of pedestrians on mobility in whole Austria. In the master plan impacts on health, quality of public space, local business, traffic safety will be considered. In the frame of the Master Plan Walking recommendations for traffic planning and infrastructure measures will be developed, moreover, the data base to walking should be improved and strategies for awareness-raising for the requirements of pedestrians should be elaborated. The Master Plan Walking should be published in spring 2015. The bmvt is responsible for the road traffic act and e.g. the bicycle roads where motorized traffic is strictly restricted and rules for shared space zones ("Begegnungszonen") were introduced in this legislation in 2012. Moreover, the bmvt published some studies which result in helpful recommendations for walking and cycling. These recommendations are aimed at planners, decisions makers, but also at 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 bmvt. Two more brochures focus on walking and cycling of elderly people. An overview to studies and brochures of the bmvt to promote healthy and safe walking and cycling is available at: http://www.bmvt.gv.at/service/publikationen/verkehr/fuss_radverkehr/index.html

Eco-Tourism. Please specify:

The klimaaktiv 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 – CarfreeTourism“ or „Alpine Pearls“. The Federal Ministry for Agriculture and Forestry, Environment, and Watermanagement has initiated the klimaaktiv 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 of the klimaaktiv 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. 560 klimaaktiv mobil implementation partners in tourism involved have already reduced CO2 emissions yearly by some 75,500 t in tourism alone in Austria, through these efforts!" Furthermore 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. The main objective of the project is the provision of easy, accessible and clear information about environmental friendly transport modes for tourists and residents. This information should be available in all kinds of the already existing information systems. The objective is to increase the use of public transport in the Alpine regions. In turn this will lead to a reduction of negative environmental impacts in the Alps. An additional positive side effect could also be the stimulation of soft tourism and the preservation and creation of jobs within the Alpine Space. To achieve this goal, the project will elaborate a strategy for the dissemination of public transport information and for the integration of existing information systems into a sustainable mobility information network. By involving technical and political key actors from the transport, tourism and environmental sector, it is guaranteed that technical and political implementation obstacles of AlpInfoNet in several pilot regions can be solved and long-lasting results can be achieved. More information about AlpInfoNet at www.alpinfonet.eu. The Austrian Ministry of Agriculture, Forestry, Environment and Water Management has initiated and supported the projects TRANSDANUBE and ACCESS2MOUNTAIN, both funded in the ETC - South-East-Europe program (see also indicator 8.1), both dealing with sustainable mobility in tourism regions. By improving and developing sustainable mobility offers, incl. sustainable mobility packages in the tourism regions, the concept of sustainable tourism should be facilitated in the Danube region resp. mountainous regions of the Alps and the Carpathians: - The project "ACCESS2MOUNTAIN" (2011 – 2014) focused on sustainable tourist mobility in the Alps and in the Carpathians. The bmvt as project-partner contributed a study on good practice to maintain and to improve services on regional railways, showing factors of success of regional railways on the tourism market. Recommendations for regional railways in the project regions, especially for the Mariazeller Bahn in Austria were worked out, the National Park

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

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

Level	Description
national	klimaaktiv 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.
Target group	

Based on the positive results of the first programme period (2005-2012), the klimaaktiv 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 klimaaktiv 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.

klimaaktiv mobil is undertaken by the Austrian Federal Ministry of Agriculture, 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.

klimaaktiv 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.

klimaaktiv 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
 klimaaktiv 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 klimaaktiv mobil partners: www.maps.klimaaktiv.at

klimaaktiv 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

klimaaktiv 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 with attractive new funding incentives (e.g. bicycle parking facilities, job tickets, range extender, special offers for climate- and energy modelregions, etc.) , more stringent quality requirements for funded projects and a simplified online funding application process.

Motivating - for cycling, eco-driving, clean vehicles
 The klimaaktiv 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 klimaaktiv 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 klimaaktiv mobil partners by the Minister of Environment for their exemplary work regarding the reduction of CO2 in transport.

Lessons learned and successful results
 The klimaaktiv 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. klimaaktiv mobil has achieved successful results:
 More than 4.900 projects are reducing around 570.000 tons of CO2 per year with their projects! 4.000 projects of cities, regions, companies, tourism and leisure operators, schools and youth groups were supported by klimaaktiv mobil with 66,6 Mio € thus inducing investments of about 495 Mio € and creating 5.600 Green Jobs. Furthermore health benefits are achieved promoting physical active mobility by walking and cycling!
 klimaaktiv mobil has already been awarded twice as a European best practice by the European Public Sector Award (EPSA). In 2012, the programme was evaluated by the Wuppertal Institute for Climate, Environment and Energy and the Austrian Institute for SME Research and was highlighted as an excellent example of a comprehensive, integrated climate protection programme which aims to have a relevant impact on climate protection.

For more information visit www.klimaaktivmobil.at

Level	Description
<input type="text"/>	General Transport Plan for Austria The General Transport Plan for Austria, a comprehensive catalogue of targets for the sustainable development

of the transport system, was published in December 2012 by the Federal Ministry for Transport, Innovation and Technology (bmvit). Apart from the transport system and its infrastructure, it covers the themes transport organization and the establishment of essential framework conditions.

The General Transport Plan for Austria includes guidelines on how to organize mobility more efficiently while also including social and environmental aspects and aspects of safety. The main guidelines are:

The transport system should become:

- more social sustainable,
- safer,
- more environmentally sustainable and
- more efficient.

The plan also specifies quantitative targets, for example:

- Reduction of pollutant emissions from transport: CO₂ – minus 19% in 2025; PM_{2.5} – minus 50%; NO_x emissions – minus 70% (below 2010 levels)
- Reduction of energy consumption: (from currently 240 to less than 210 Petajoule (PJ) in 2025)
- More passenger trains 2025: (e.g. on the Western Railway IC trains in each direction every 30 minutes),
- 140 barrier-free railway stations in 2015

The General Transport Plan includes a stock-taking analysis and makes predictions about future challenges for transport and climate change mitigation, as well as air quality and noise abatement. The aims of Austrian transport policy are specified and implementation measures described.

An important conclusion which can be drawn from the Austrian General Transport plan is that collaboration among all persons and entities responsible for mobility and transport should be further improved. Coordination between spatial and transport planning is considered particularly important in this context. To accompany the general transport plan, 18 fact sheets have been developed. Six of these fact sheets address environmental topics.

A successful implementation of the recommended measures of the General Transport Plan for Austria practically needs the cooperation of all persons and entities responsible for mobility and transport in Austria (e.g. government departments, federal provinces, and municipalities, transport companies and carriers and other mobility providers, the car industry, building and construction companies and tourism).

Instruments of the bmvit to achieve the targets of the General Transport Plan are investments in infrastructure for ecologically sustainable modes, legislation, but also soft policies, as examples 2 research, development and implementation programs of the bmvit are presented:

The program Ways2go research and technology funding program of the bmvit considers socio-demographic and socio-economic changes, and changes in the spatial structures of our society in order to develop a sustainable transportation system and to achieve acceptance among its users. Between 2008 and 2010, 251 proposals were submitted, thereof 97 projects (with a project value of approx. 21 million €), submitted by more than 350 organizations, were selected for funding (approx. 15.5 million €).

After the successful performance of the research development and implementation program "Ways2go", the ministry elaborated the support- program "Mobility of the Future".

The purpose of the new "Mobility of the Future" funding program of the Federal Ministry for Transport, Innovation and Technology is to make contributions to integrated solutions for 'mobility of the future' and to balance the interests of society, environment and the economy. The duration of the program is 2012-2020, the annual budget 13 - 19 Million €. The beneficiaries are universities and non-university research groups, companies, NGOs, public agencies including transport providers.

More information at: . <http://www.bmvit.gv.at/verkehr/gesamtverkehr/gvp/index.html> and http://www.bmvit.gv.at/en/innovation/future_mobility.html

The Climate and Energy Fund

The fund was founded in 2007 in a joint initiative of the federal government, represented by the Ministry of Agriculture, Forestry, Environment and Water Management and the Federal Ministry for Transport, Innovation and Technology. It receives long-term funding for the implementation of targeted measures which contribute to

Level	Description
<input style="width: 100%; height: 20px;" type="text"/> Target group <input style="width: 100%; height: 20px;" type="text"/>	<div style="border: 1px solid black; height: 100px;"></div>

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

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:

public transport operators (Verkehrsverbünde)

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

After a pilot implementation "Top Jugend Ticket" in the Austrian East region (Wien, Niederösterreich; Burgenland) tickets for young people (under 24 years old) were implemented to an advantageous price between 60 and 96 € for one year valid in the whole country.

National klimaaktiv mobil programme "Mobility Management for cities, communities and regions and other target groups" of the Federal Ministry of Agriculture, Forestry, Environment and Water Management:

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. We are for example promoting public transport in rural areas (like Burgenland), such as municipality busses or so called "Gemeinde-Schnuppertickets" for public transport systems (like Oberösterreich) or marketing concepts for regional railways (like Kärnten or Vorarlberg). (<http://www.klimaaktiv.at>).

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>

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

The Federal Ministry of Agriculture, Forestry, Environment and Water Management also supports public urban transport improvement with awareness raising campaigns, e.g. European Mobility Week and European Carfree Day with a strong focus on regional railways or the „international Salzburger mobility days“.

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 EcoDriving 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 EcoDriving 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 EcoDriving trainings for participants of the international THE PEP Workshop on Urban Mobility Management. The test proved again the significant fuel economy savings through EcoDriving trainings of the order of 15 to 20% compared to ordinary driving style. EcoDriving Workshops have been carried out during the THE PEP Partnership Workshops on EcoDriving in Almaty, Kazachstan in April 2014 and in Kaliningrad, Russian Federation in September 2014 where driving school instructors and public bus company drivers have been 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. Other 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 registration 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 whereby the latter focuses on R&D e-mobility projects, while the Ministry of Environment supports pilot regions on e-mobility using renewable energy resources. Seven regions 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 e-cars; 750 e-bikes and 75 charging stations); 2011: the urban agglomerations of Graz and Vienna; 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 – 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 and from Austria was adopted by the Federal Government in July 2012 and includes 65 short-term measures to foster and support e-mobility and the use of renewable energy in transport.

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

In addition to speed limits on roads noise abatement measures are implemented for air, road and rail transport.

On the Austrian railway network noise barriers extending for more than 500 km were implemented by the end of 2012, and another 144 km are planned. Noise abatement measures have been implemented also on passenger and freight trains (e.g. silent or "whisper" brakes), as well as improved shock absorbers.

On the high ranked road network (operated by the national company ASFINAG, 80 % of the planned noise abatement measures have already been implemented: housing, noise barriers, earth-mounds etc. An ASFINAG traffic noise survey has been carried out since 2012, providing detailed information on environmental noise.

For all bigger airports in Austria action plans to reduce noise were elaborated and are implemented step by step. Typical measures are the limitation of flights during the night hours or an improved traffic organization for starting or landing airplanes. The Vienna airport established a mediation process, setting up of a dialogue forum, compensation for passive noise abatement measures (sound-proof windows, promotion of the installation of conservatories etc.)

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. The target no. 4 and target no. 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).

2013 the Ministry of Health and the Ministry of Sports implemented the Austrian National Action Plan for Physical Activity, which aims amongst others 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 and the Developing of a Masterplan Walking.

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).

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:

Children and young people are a focus of the traffic safety work in Austria, the following initiatives are under way:
Helmi

Children are often exposed to dangerous situations on the road, at home, and when spending their time in recreational activities or sports. The "Helmi" initiative and a TV programme also called "Helmi" of the Austrian Road Safety Board help children to prevent and deal with these situations. www.helmi.at

Compulsory cycle helmets

Cycle helmets for children up to 12 years of age were made compulsory on 31 May 2011. An information campaign supported this legislation. The percentage of children suffering head injuries in cycling accidents has declined. www.bmvit.gv.at

Close-To

Young drivers who, while under the influence of alcohol, have caused a severe road accident where someone was seriously injured tell novice drivers of a similar age about the accident and the consequences. An evaluation has shown a significant change in behavior. www.close-to.at/

Children see the world differently

With this information campaign, the Federal Ministry for Transport, Innovation and Technology and the Austrian Road Safety Board wish to make adults aware of the vulnerability of children while out on the road and encourage them to be more considerate and attentive, in order to create a safer environment on the roads for children. www.facebook.com/Kinder.sehen.die.Welt.anders

Slow down, watch out! Kids ahead

To make the roads safe for our children, this project is aimed at the development of road safety education measures. It also specifies how adult road users can help to promote road safety for children. All results will be available in 2015. www.bmvit.gv.at

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).

Priority Goal 5: to integrate transport, health and environmental objectives into urban and spatial planning policies

indicator 5.1 **In your country, at what administrative level(s) is spatial/urban planning regulated?**

 national

 sub-national

 local / municipal

Specify authorities:

Province Governments, Cities and Towns Majors

indicator 5.2 **Is spatial planning coordinated between the authorities indicated above in indicator 5.1?**

indicator 5.3 **Describe any policies or legal measures that require integrated urban and spatial/urban planning in order to reduce the impact of transport on health, the environment and land use, increase energy efficiency and support green and healthy mobility and transport as well as sustainable livelihoods. Please also indicate at which administrative level they exist.**

indicator 5.4 **Are there national capacity building initiatives on integrating transport, health and environmental objectives into urban and spatial planning policies?**

If YES, please indicate how they are done?

- academic education
- training for professionals
- other, please specify:

Section C: Implementation of THE PEP

6. THE PEP Implementation mechanisms (please see the Amsterdam Declaration para 6-8 and Paris Declaration para 9)

NATIONAL TRANSPORT, HEALTH AND ENVIRONMENT ACTION PLANS (NTHEAPs)**More information:**

indicator 6.1 **Does your country have a NTHEAP or similar tool?**

[Manual on developing NTHEAPs](#)

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

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

indicator 6.2 **What is the current status of your country's NTHEAP?**

indicator 6.3 **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:**

indicator 6.4 **Has your country contributed to THE PEP relay race workshops?**

[Workshop in Almaty, 2013](#)
[Workshop in Moscow, 2012](#)
[Workshop in Kyiv, 2011](#)
[Workshop in Batumi, 2010](#)
[Workshop in Skopje, 2010](#)
[Workshop in Pruhonice, 2009](#)

If YES, how?

- technical contribution (in kind)
- financial contribution

THE PEP PARTNERSHIP**More information:**

indicator 6.5 **Does your country contribute to THE PEP Partnership?**

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

If YES, which ones and how does your country contribute?

- Partnership on jobs in green and healthy transport
- Partnership on cycling promotion
- Partnership on eco-driving
- Partnership on health economic assessment of walking and cycling
- Partnership on signs and signals for pedestrians and cyclists
- Partnership on TRANSDANUBE and ACCESS2MOUNTAIN

indicator 6.6 **Are there any formal networks/platforms of professionals who are involved in THE PEP issues in your country?**

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 6.7 **Are these networks/platforms supported by the government?**

If YES, please indicate how:

- direct funding
- in kind
- political

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

indicator 7.1 **Do you have a coordinating body and/or a formal structure for implementation of THE PEP within your government?**

Represented sectors:

- Transport
- Environment
- Education
- Spatial/urban planning

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

indicator 7.2 **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 7.3 **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 7.4 **Are public budgets and/or economic incentives available specifically to support integration of the three sectors?**

Yes

Please specify:

e.g. Masterplan Cycling, klimaaktiv mobil

indicator 7.5 **Are there any national policies or legal measures that require public consultation and stakeholder involvement in decision making processes in the field of transport, health and environment?**

Yes

indicator 7.6 **Does your country have a national action plan for the promotion of cycling?**

Yes

8. Future of THE PEP

Indicator 8.1 **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.**

Alpinonet started in October 2012, submitted in the 4th call of the ETC program Alpine Space. The project was initiated in the framework of the subgroup "sustainable mobility" of the working group of the Alpine Convention by the BMLFUW and the Bavarian Ministry of Transport and will last until 2015. The outline of the project was developed upon previous work initiated mainly by the BMLFUW. The aim is to reduce the lacking of about public transport as this is often an obstacle for travellers to use public transport at all. This is an even bigger challenge when travelling by sustainable transport modes to and within destinations of the Alpine Space, where often cross-border information is needed. This project aims to provide travellers with comprehensive information about sustainable transport modes beyond regional and national borders and to address them through smart channels that provide information when needed. For achieving this, the project elaborates a strategy for the dissemination of public transport information and integrates existing information systems to a sustainable mobility information network (AlpInfoNet). With the involvement of technical and political key actors from transport, tourism and environment, it is guaranteed that technical and political obstacles on the way to the implementation of AlpInfoNet in several pilot regions can be solved and long-lasting results be achieved. The results of the project aims at contributing to the UNECE WHO Transport Health Environment program THE PEP.

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 and was implemented from October 2012 to October 2014. This project TRANSDANUBE has aimed 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 was on the environmentally friendly accessibility of tourism regions and nature parks to facilitate the concept of sustainable tourism in the whole Danube region. 15 financing project partners of 8 countries, mainly from the regional level, implemented their soft mobility & tourism activities in the Danube Region with an overall budget of 2,47 Mio Euro – 85 % cofounded by ERDF resp. IPA-Funds and ENPI-Funds. In sum, the common transnational cooperation on all levels has made it possible, that around 2 Mio. Euro of funds (1,8 from ERDF, 0,2 Mio. from IPA funds, 0,08 Mio. From ENPI funds) could be applied for the promotion of the development and practical implementation of regional action plans and measures to make transport and mobility along the Danube more sustainable. 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 and could be successfully finalized in April 2014 after 3 years of implementation. This project ACCESS2MOUNTAIN has aimed 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 set 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 were shared in order to enhance the regional knowledge and introduce further sustainable mobility services. The project has given inputs to the development of the transport protocol of the Carpathian Convention which was signed by the parties in autumn 2014. 10 financing project partners of 6 countries, mainly from the regional level were implementing their soft mobility & tourism activities in the mountainous regions of the Alps and the Carpathians by the end of April 2014.

Indicator 8.2 **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.