

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

Background and purpose of this questionnaire:

Following the Fourth High-level Meeting on Transport, Health and Environment (4HLM) in Paris on 14-16 April 2014, THE PEP is continuing to conduct its yearly surveying of Member States on the developments in achieving the goals of the Amsterdam Declaration from 2009 and the Paris Declaration since 2014. These replies were used for a regional overview on progress made at the 13th Session of the Steering Committee of THE PEP in November 2015.

The answers below were submitted by the listed THE PEP focal point(s) to THE PEP secretariat in fall 2015 and are provided here in an unedited version.



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

Country Date

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

Institution

Website

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

Institutions

Websites

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.

Referring to THE PEP Priority Goals of the Paris Declaration adopted by the Fourth High-level Meeting on Transport, Environment and Health in 2014, please describe briefly the most significant national-level (and/or local-level) progress achieved in attaining these goals.

If the actions described are carried out in cooperation with other Member States or with international or regional organizations (such as the European Union), please indicate this.

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 5,700 businesses, communities, cities and regions achieving 590,000 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 74.8 million for projects to reduce green house gas (GHG) emissions in transport. This stimulated a total investment sum of EUR 500 million and created and saved about 5,800 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 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.

The Austrian railway companies and the railway-industry (except infrastructure builders) together have approximately 51.000 employees, thereof 8.100 in the railway-industry. All companies together had in the year 2011 a turnover of 8.4 billion € and contributed 1.4 percent to Austria's gross domestic product. (Source: Economic footprint of the railway system, published by the Austrian Industrialists Association, worked out by Team Economica, Vienna 2013 www.iv-net.at/iv-all/publikationen/file_607.pdf)

In a study ordered by the national railway company ÖBB (details see below) investments in the Austria railway infrastructure were analyzed. With investments of 23,3 billion € (Milliarden in German) 450.000 full time jobs (measured in full time person-years) were created. This means approximately 20.000 full job-years were induced by an infrastructure investment of 1 billion €. Moreover, according to this study, better accessibility by high speed and performance rail creates jobs in the benefiting regions.

(Source: „Volkswirtschaftliche Bewertung des Rahmenplans 2009-14“ Wirtschaftsforschungsinstitut (WIFO), Joanneum Research und dem Institut für Höhere Studien (IHS) ordered by ÖBB - Infrastruktur AG . editor ÖBB infrastructure, Vienna 2011 http://www.oebb.at/infrastruktur/de/5_0_fuer_Generationen/5_4_Wir_bauen_fuer_Generationen/5_4_1_Schienerinfrastruktur/Zukunftbahn_Zielnetz_2025/_Dms_Dateien/_Downloads_Zukunftbahn.jsp (final report, page 78)

Clean and efficient intermodal connections. *Please specify:*

Clean and efficient intermodal connections.

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 will be offered 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 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 (ÖAMTC, ARBÖ, VCÖ), trade representative bodies and special interest groups (WKO, Chamber of Labour), road safety organizations (KFV) and the national road authority 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 2011 – 2020 (RSP) and the annual report on Road Safety 2014 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 stakeholders in Austria and other awareness raising activities and campaigns in 2010/2014. 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.

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. 600 klimaaktiv mobil implementation partners in tourism involved have already reduced CO2 emissions yearly by some 77.000 t in tourism alone in Austria, through these efforts!"

Furthermore in the project "AlpInfoNet" (2012-2015) 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 was 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. Thereby an increase in the use of public transport should be promoted in the Alpine regions. In turn this was supposed to 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 elaborated 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 guaranteed that technical and political implementation obstacles of AlpInfoNet in several pilot regions can be solved and long-lasting results can be achieved. After successful project closure in June 2015 concluding with the "AlpInfoNet handbook", the regions continue their efforts with follow-up projects at national level. In Austria, all provinces shall be involved. 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 bmvit as project-partner

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=""/>	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	

<input type="text"/>	<p>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.</p> <p>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, kindergardens and youth groups to develop and implement measures to reduce CO2 emissions from related transport activities.</p> <p>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.</p> <p>Building on Partnerships</p> <p>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 www.klimaaktivmobil.at/maps klimaaktivmobil.at/maps</p> <p>klimaaktiv mobil - 5 offers of support for companies, cities and municipalities, leisure and tourism operators, schools and youth groups:</p> <p>Consulting – for climate friendly mobility</p> <p>The relevant transport actors are supported to develop and implement environmentally friendly mobility management by tailor-made programmes:</p> <ul style="list-style-type: none"> + Mobility Management for companies, real estate developers and fleet operators + Innovative climate friendly mobility for regions, cities and municipalities + Mobility Management for tourism, leisure and youth + Mobility Management for children, parents and schools + Eco-Driving Initiative for fleet operators <p>Funding – mobility projects to reduce CO2</p> <p>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. Continuously new priorities were set with attractive new funding incentives (e.g. cargo bikes, special offers for alternative vehicles used in services with special public interest like taxis, car sharing, social services, e-charging stations, new vehicle categories, etc.) and more stringent quality requirements for funded projects.</p> <p>Furthermore klimaaktiv mobil is included in the Austrian Rural Development Programme 2014-2020 thus offering co-funding by the European Agricultural Fund for Rural Development for klimaaktiv mobil investment projects and providing new incentives for sustainable mobility especially in rural regions.</p> <p>Motivating - for cycling, EcoDriving, clean vehicles</p> <p>The klimaaktiv mobil awareness and information campaigns inform the media as well as the citizens about the</p>
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Level	Description
<input type="text"/>	<p>General Transport Plan for Austria</p> <p>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.</p> <p>The General Transport Plan for Austria includes guidelines on how to organize mobility more efficiently while also</p>
<p>Target group</p> <input type="text"/>	

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 were elaborated. 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).

Level	Description
<input type="text"/> ▼	In 2012 Austria has established 10 National Health Targets. The health targets are based on a number of guiding principles. The most relevant are "orientation towards health determinants", "health-in-all-policies approach" and "promoting health equity". Therefore the targets take into account the health determinants and policy areas that are most relevant in this respect. In addition they relate to both living conditions and individual behavior, and identify how health equity can be improved. A Working Group is going to delve into Target no. 4 (to secure sustainable natural resources such as air, water and soil and healthy environments for future generations).
Target group <input type="text"/> ▼	

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?**

▼

indicator 2.4 **Are there mechanisms in place in your country to improve the coordination between land use and transport planning?**

▼

indicator 2.5 **Does your country take any measures to promote high-quality integrated public transport and reducing the need for, and the volume of, car traffic?**

Yes

Please, specify:

In addition to the bmvit in Austria the federal states and the different transport associations and operators are responsible for the interests of public transport.

Investment in public transport network, financial support of cheaper tickets especially for young people.

different ticketing systems

In addition to high investments in the rail infrastructure (in the period from 2014 – 2019) 13.400 millions € the federal government and the 9 federal states in Austria support common ticketing of different public transport operators in public transport associations (Verkehrsverbände), a focus is the financial support of cheaper tickets for young people (see below).

e.g Youth Tickets (“Top Jugend Ticket”)

After a pilot implementation the so called “Top Jugend Ticket” in the Austrian East region (Wien, Niederösterreich; Burgenland), a tickets for young people (under 24 years old), were implemented to an advantageous price between of 60 and 96 € for one year, valid in the whole country. They started with this new ticket in September 2012. It entitles pupils, students and apprentices who lived or went to school in Vienna, Lower Austria and Burgenland, to unrestricted use of all lines of the transport network in these regions. This gives young people under 24 access to public transport and mobility within a comprehensive transportation system at a very reasonable price. In the first year more than 320,000 children and young people bought the TOP Youth Ticket.

Nowadays in all Austrian federal states special public transport passes for young people were by the public transport associations introduced.

e.g. annual ticket for 365 Euro for Viennas transport system

The annual ticket Wiener Linien is for exactly 365 days valid in all public transport within Vienna (Zone 100). And it entitles you to unlimited travel by metro, tram and bus services, the ÖBB and the Viennese local railways (to Vösendorf-Siebenbrunn). As a start date, any month can be selected first. The annual pass is non-transferable. This year an app for the mobile phone is the new feature.

In the recent years some apps were created for using public transport systems:

- Quando: <http://basic.m.quando.at/> (Passenger information of the Wiener Linien since 2009.)
- von a nach b: http://www.anachb.at/bin/query.exe/dn?L=vs_anachb (route planner in the IST Vienna)

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 4,100 projects with more than 13,800 alternative vehicles - including 11,900 electric vehicles, primarily e-bikes, e-scooters and small electric vehicles - and a total amount of 16.7 Mio EUR was provided.

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 1100 trainers certified by the national program and more than 20.000 drivers trained as well as annually 80.000 young drivers educated. The EcoDriving program also includes an international dimension within the THE PEP Partnership on EcoDriving which is managed by the Austrian Energy Agency. Pilot training programs outside the EU have been carried out in Moscow in 2012, in Almaty in spring 2014 and in Kaliningrad in autumn 2014, where Austrian master trainers provided EcoDriving trainings for participants on the occasion of international THE PEP workshops on urban mobility management. The trainings with driving school instructors and public bus company drivers demonstrated again the significant fuel economy savings through EcoDriving of the order of 15 to 20% for passenger cars and heavy busses, even up to 45% for mini-busses 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 4.000 EUR if renewable energy is used for operating the vehicle; as special support program has been launched in 2015 for taxi-, carsharing and rental car companies as well as for social services. 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; for hybrid vehicles the annual motor vehicle tax is reduced by 50% compared to conventional vehicles. Furthermore, pure electric vehicles are 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. From 2016 onwards company electric cars will benefit from tax-refund of VAT as well as tax reduction for employees using electric company cars – altogether significant tax benefits to push e-mobility as a means to reduce CO2 emissions from transport and foster renewable energy use.

The Austrian Climate and Energy Fund was established jointly by the Ministry for Transport, Innovation and Technology and the Ministry of Environment whereby the former focuses on R&D of 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).

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 resulted in the adoption of the national “Implementation Plan for Electro-Mobility in and from Austria” by the Federal Government in July 2012. The Plan includes 65 short-term measures to foster and support e-mobility, the charging infrastructure and the use of renewable energy in transport. Most of these measures have been implemented by 2015; current efforts focus on the implementation of the EU Directive 94/2014 on Infrastructure for Alternative Fuels and Charging Stations which includes also the development of a strategic framework for this infrastructure by October 2016.

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.

Already in the year 1993 around 6,300 km Austrian the noise emissions along railway tracks. In 1993 were analyzed and for approximately 2,600 km immissions were mapped. It was found that approximately 312.000 inhabitants are affected by railway noise. Subsequently, study areas for the implementation of mitigation measures were delineated for around 1,050 km of railway with the highest traffic loads. By the end of 2014 noise barriers with a length of 519 km with a surface total a of 1.58 million square meter. With these building measures mitigation measures for approx. 222.000 affected residents could be realized. The costs amounted to 421 million €. In addition to the noise abatement program for existing railway lines in the course of new construction projects until the end of 2014 noise barriers and embankments were built with a total length of 378 km.

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. Overall, there are along the Austrian motorways and expressways around 4.3 million square meters of noise barriers. This corresponds to a length of almost 1330 kilometers.

In total around 66 million euros were invested in measures such as enclosures, noise barriers, embankments or soundproof windows and sound absorbing since 2012.

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**

With respect to the Austrian National Health Targets, Target 8 (to promote healthy, safe exercise and activity in everyday life through appropriate environments) implies among other measures the promotion of cycling and walking within the framework of the Masterplan Cycling and the Masterplan Walking. Further in 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 13% cycling share until 2025 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).

According to the commitments made at the fifth WHO Ministerial Conference on Environment and Health in Parma 2010 regulations and guidelines for a child-friendly traffic planning were developed.

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:
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

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) and in which sectors is spatial/urban planning regulated?**

	national	sub-national	local / municipal
Transport	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Energy	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Housing	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Environment / landscape	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tourism	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sport	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other, specify:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

Yes ▼

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?**

No ▼

If YES, please indicate how they are done?

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

Overall main achievement since September 2014

indicator 5.5 **Describe your country's most important development (only one) in achieving the Paris Declaration Goals that took place since September 2014. A selection of the submitted achievements will be considered for presentation at the next session of the Steering Committee.**

According to Priority Goal 1 an 4 a new national cycling strategy Masterplan Cycling for the period 2015-2025 with the goal to increase cycling modal share to 13% by 2025 was developed.
 For the first time The promotion of cycling is also part of the national framework health target 8 – To promote healthy, safe exercise and activity in everyday life through appropriate environments. For the first time, the implementation of the Masterplan Cycling is mentioned as a measure of the national health policy.

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 Kaunas, 2014](#)
[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
- Partnership on Paris Goal 5

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, EHP), klimaaktiv 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
 Health
 Finance
 Academia
- Education
 Spatial/urban planning
 Agriculture
 Others, please specify:

NGOs e.g. Doctors for a Health Environment, Austrian 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, Masterplan Walking

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, Masterplan Walking, 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.**

Alpinfonet 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.

After the successful implementation of the both ETC-projects ACCESS2MOUNTAIN (2011 - 2014) and TRANSDANUBE 2012 - 2014) the Austrian Ministry of Agriculture, Forestry, Environment and Water Management initiated the submission of two new transnational projects dealing with sustainable mobility in tourism: the project LAST MILE is dealing with the accessibility and mobility of the "last mile" in the destination in remote areas, mainly focusing on flexible forms on transport. This project idea was submitted in the EU-programm INTERREG EUROPE in July 2015 with an overall uddget of 1,7 Mio. Euro, consisting of a partnership of 7 partners from 6 countries (Austria, Bulgaria, Luxembourg, Poland, Slovakia, Spain), led by the Austrian Environment Agency. In the case of the positiv decision (to expect end of 2015) the project will be implemented from 2016 to 2021 (2,5 years of implementation, 2 years monitoring).

The other project is a follow up of TRANSDANUBE namely Transdanube.pearls, developing a network of regions/destinations ("pearls"), accessible by sustainable means of transport resp. offering them in the regions itself. The project builds more or less on the TRANSDANUBE partnership with some new partners, in sum the partnership is consisting on 15 partners from 9 countries (Austria, Bulgaria, Croatia, Germany, Hungary, Romania, Serbia, Slovakia, Slovenia). The project is going to be submitted in the first call of the Interreg program "Danube Transnational" in the beginning of November (1st step). The project would be implemented from 2017 - 2019 (2,5 years), the overall budget is around 3 Mio. Euro.

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

- Austrian national goal 13% cycling share until 2025
- HEAT for Cycling used to calculate the economic effects (1.4 billion Euro mean annual benefit)
- Development and use of a Calculator for companies, which calculates the cost reduction of reduced sickness absence due to cycling (13 Mio. Euro annual savings when 100.000 commuter shift from car to bicycle)

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.

Indicator 8.3

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

- 1) The national interministerial Task Force on Transport, Health and Environment (THE PEP, EHP) has been established.
- 2) Workshops in the relevant country have been initiated on how to implement national health and environment strategy.