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

<table>
<thead>
<tr>
<th>Country</th>
<th>Azerbaijan</th>
<th>Date</th>
<th>08/09/2015</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name of officer (national focal point) responsible for submitting the report</td>
<td>Rustam Talishinsky</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Institution</td>
<td>Ttaumatology and Orthopaedics Institute</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Website</td>
<td>http://</td>
<td></td>
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</tbody>
</table>

| Names of the officers (national focal points) from the other two sectors that participated in the preparation of the report | Sadig Shiraliyev |
| Institutions | Ministry of Ecology |
| Websites | 1. http://  

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.

- [x] Ministry in charge of health
- [x] Ministry in charge of environment
- [ ] Ministry in charge of transport
- [ ] Regional authorities
- [ ] Local authorities
- [ ] Academia
- [x] Private business
- [x] 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.
**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:

- Clean and efficient intermodal connections. Please specify:
  - TRACECA (Transport Corridor Europe-Caucasus-Asia) project

- Safety measures in road transport. Please specify:
  - Running of Global Status Report on Road Safety-III Programme

- Infrastructure for active and environmentally friendly transport. Please specify:
  - Opening of new parking spots for bicycles by IDEA society. Plans to create near one hundred parking spots in Baku.

- Eco-Tourism. Please specify:

**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

<table>
<thead>
<tr>
<th>Level</th>
<th>Description</th>
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<tbody>
<tr>
<td></td>
<td>Programme of Baku subway's line development.</td>
</tr>
<tr>
<td>Target group</td>
<td></td>
</tr>
</tbody>
</table>

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.
<table>
<thead>
<tr>
<th>Level</th>
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</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Programme of development Baku city transport.</td>
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</table>

**Level Description**

**Target group**

<table>
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<table>
<thead>
<tr>
<th>indicator 2.2</th>
<th>Does the government raise awareness of mobility choices?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td></td>
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</table>

<table>
<thead>
<tr>
<th>indicator 2.3</th>
<th>Does the government promote the use of information technology to increase the efficiency of the transport system?</th>
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<tbody>
<tr>
<td>Yes</td>
<td></td>
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<thead>
<tr>
<th>indicator 2.4</th>
<th>Are there mechanisms in place in your country to improve the coordination between land use and transport planning?</th>
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</thead>
<tbody>
<tr>
<td>No</td>
<td></td>
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</table>

<table>
<thead>
<tr>
<th>indicator 2.5</th>
<th>Does your country take any measures to promote high-quality integrated public transport and reducing the need for, and the volume of, car traffic?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>Please specify: Programme of development ground transport and subway.</td>
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</tbody>
</table>

**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.

Introducing of EURO-4 standards

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

Yes Specify Soundproof shields on roads.
**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.

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

- [ ] No
- [ ] Specify:

**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?

<table>
<thead>
<tr>
<th>Sector</th>
<th>National</th>
<th>Sub-national</th>
<th>Local / Municipal</th>
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<tbody>
<tr>
<td>Transport</td>
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<tr>
<td>Energy</td>
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<tr>
<td>Housing</td>
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<tr>
<td>Environment / landscape</td>
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<td>Tourism</td>
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<tr>
<td>Sport</td>
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<tr>
<td>Other, specify:</td>
<td>☐</td>
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</tbody>
</table>

**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?

- [ ] Yes

If YES, please indicate how they are done:

- ☐ academic education
- ☐ training for professionals
- ☐ other, please specify: Road tables

**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.

Creating new parking spots for bicycles in Baku. Extending of bicycles line in Baku Seacoast Boulevard.
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)

indicator 6.1  Does your country have a NTHEAP or similar tool? No ▼

Was THE PEP helpful in the development of your country's NTHEAP? No ▼

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

http://

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

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)

indicator 6.4  Has your country contributed to THE PEP relay race workshops? No ▼

If YES, how?
- technical contribution (in kind)
- financial contribution

THE PEP PARTNERSHIP

indicator 6.5  Does your country contribute to THE PEP Partnership? No ▼

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? Yes ▼

Please specify: NGO-workgroup for promoting THE PEP

indicator 6.7  Are these networks/platforms supported by the government? No ▼

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?
<table>
<thead>
<tr>
<th>Represented sectors:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transport</td>
</tr>
<tr>
<td>Environment</td>
</tr>
<tr>
<td>Health</td>
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<tr>
<td>Finance</td>
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<td>Academia</td>
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<tr>
<td>Education</td>
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<tr>
<td>Spatial/Urban planning</td>
</tr>
<tr>
<td>Agriculture</td>
</tr>
<tr>
<td>Others, please specify:</td>
</tr>
</tbody>
</table>

No
indicator 7.2  Is integration of the three sectors reflected in any other national policy document(s)?

No  

Please list main documents:  

indicator 7.3  Is public awareness in relation to the integration of the three sectors addressed in relevant national document(s)?

No  

Please list main documents:  

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

No  

Please specify:  

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?

No  

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

No  

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.

Coordinated attempts to extend bicycles line in Seacost Boulevard and create new parking spots for bicycles.

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 main weaknesses of THE PEP is weak integration of the three sectors.

Indicator 8.3  How could THE PEP better support national efforts to integrate transport, environment and health policies and achieve sustainable transport?

THE PEP could improve creating of capacity building in transport? Environment and health policies issues.