

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

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

The answers below were submitted by the listed THE PEP focal point(s) to THE PEP secretariat in fall 2013 and are provided here in an unedited version.

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

Country	<input type="text" value="Croatia"/>	Date	<input type="text" value="14 October 2013"/>
Name of officer (national focal point) responsible for submitting the report	<input type="text" value="Ms Žana Počuča"/>		
Institution	<input type="text" value="Ministry of Environmental and Nature Protection"/>		
Names of the officers (national focal points) from the other two sectors that participated in the preparation of the report	<input type="text" value="1. Valerija Golub
2. Ružica Jurič"/>		
Institutions	<input type="text" value="1. Ministry of Health
2. Ministry of Maritime Affairs, Transport and Infrastructure"/>		

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
- Ministry in charge of transport
- Regional authorities
- Local authorities
- Academia
- Private business
- Non-governmental organizations
- Others, please

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 Amsterdam Goals

Priority Goal 1: to contribute to sustainable economic development and stimulate job creation through investment in environment- and health-friendly transport

indicator 1.1 Please describe any policies or programmes in your country that support investment in the following:

Development of transport infrastructure that promotes safety, environment and health and has a job creation potential, including rail and light rail. *Please specify:*

* **National Strategy for Sustainable Development of the Republic of Croatia** (Official Gazette 30/2009) Chapter 7. (Connecting Croatia); Measure 6. - Increase investments in the development of the railway infrastructure by ensuring the competitiveness of Croatian Railways with other types of transport, develop and build suburban railway infrastructure and increase efficiency and reliability of railway transport.

* **Railway system Safety and Interoperability Act** (Official Gazette 82/2013)
The Act, *inter alia*, specifies requirements for the safe management and operation of railway traffic. Railway system, subsystems and their components, including the interfaces must fulfill the following basic requirements: security, reliability and availability, health, environmental protection, technical compatibility, accessibility.

Clean and efficient intermodal connections. *Please specify:*

Safety measures in road transport. *Please specify:*

* **Transport Development Strategy of the Republic of Croatia** (1999).
The project of drafting the **new Transport Development Strategy** of the Republic of Croatia that will define development of Croatia's transport system for 2014 - 2030 period, was presented in September 2013. It is planned to be completed in February 2014.

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

* **National Strategy for Sustainable Development of the Republic of Croatia** (Official Gazette 30/2009) Chapter 7. (Connecting Croatia); Measure 6. - Increase investments in the development of the railway infrastructure by ensuring the competitiveness of Croatian Railways with other types of transport, develop and build suburban railway infrastructure and increase efficiency and reliability of railway transport. Measure 7.- Increase investments in the modernisation and development of the port infrastructure and standards for maritime safety and protection against pollution. Measure 8. - Continue to develop the network of county and local roads. Measure 10. - Increase safety and investments in the infrastructure to promote walking and bicycle use.

* Also, the cities of Ljubljana (Slovenia), Ghent (Belgium), Zagreb (Croatia), Brno (Czech Republic) and Porto (Portugal) joined together in the **CIVITAS ELAN project** "Mobilising citizens for vital cities". They have agreed on the mission to mobilise citizens and with their support develop clean mobility solutions for vital cities, ensuring health and access for all.

Eco-Tourism. *Please specify:*

* **Croatian Tourism Development Strategy until 2020** (Official Gazette 55/2013)
One of the priority areas is cyclotourism - drafting of the Cyclotourism development Programme with purpose to define establishment of an integrated system of bicycle trails throughout the Croatian territory with a focus on a major tourist areas and connecting of urban areas with their surroundings. Planned measures are:
- stimulating faster development of major and capillary cycle routes networks in all parts of Croatia, particularly by enabling low traffic local roads, country roads, river embankments and abandoned railways;
- stimulating building and adequately equipping of a large number of new cycling paths, bike thematic parks / areas in all parts of the country, particularly in major tourist areas, areas around large cities and in areas where bicycle traffic is conducted on roads with high intensity car traffic;
- appropriate marking of trans-European bike routes in parts where passing through the Croatian territory and arranging tracks in a way that enables the movement of cyclotourists without compromising their safety or without significantly disrupting motor traffic.

* **National Strategy for Sustainable Development of the Republic of Croatia** (Official Gazette 30/2009) Chapter 3 (Sustainable Production and Consumption); Measure 6. - Encourage the development of ecological food production and ensure sufficient quantities of high-quality food, attract tourists, develop ecotourism and agro-tourism, ensure exports of recognisable national products; Measure 17. - Develop tourism in accordance with construction criteria, spatial plans and accommodation capacity and efficient adjustment to restrictions and opportunities offered by protected areas, with the aim to preserve biodiversity, natural and cultural heritage is the basic starting point for the sustainable development of tourism.

* Also, in the framework of the national **Environmental Label award scheme** "Environmentally friendly", the Ministry of Environmental and Nature Protection has developed criteria for awarding providers of accommodation in hotels and campsites that have fulfilled all requirements. The Environmental Label has been awarded for tourist services in Croatia since April 2011.

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	<p>National Strategy for Sustainable Development of the Republic of Croatia (Official Gazette 30/2009);</p>
Target group	<p>Chapter 7. (Connecting Croatia); Activities or Measures to Achieve the Overall Objective</p>
	<p>Specific Objectives; -</p>
	<p>1. Promote the use of cleaner fuels and technologies and transfer to those forms of transport that use energy efficiently.</p> <p>2. Redirect transport from roads to more environmentally acceptable systems - sea, inland waterways, railway and short sea shipping.</p> <p>3. Enhance collective transport and the selection of transport options by raising the quality of public transport as well as of bicycle and pedestrian zones.</p> <p>4. Limit access to vehicles (pedestrian zones, limited parking zones, etc.).</p> <p>5. Encourage energy efficient use of private vehicles (fuel efficiency, energy efficient driving, etc.)</p> <p>6. Increase investments in the development of the railway infrastructure by ensuring the competitiveness of Croatian Railways with other types of transport, develop and build suburban railway infrastructure and increase efficiency and reliability of railway transport.</p> <p>9. Use telecommunications to reduce physical transport (telecommuting, internet business, performance of public administration-related activities, telemedicine, etc.).</p> <p>10. Increase safety and investments in the infrastructure to promote walking and bicycle use.</p> <p>11. Plan cities in a way to reduce the need for physical transport of persons and goods (grouping of public administration offices, etc.).</p>

Level	Description
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Target group	
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Target group	
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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?**

case, specify:

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.**

* **Framework for preparation of Croatia's Low-emission development strategy (LEDS)** was presented in May 2013. It is planned to be finished by October 2014.
One of the main tasks of LEDS is to ensure active action for environmental protection, providing sustainable long-term planning framework for all sectors and sustainable use of natural resources in all sectors. Final list of identified priority measures for transport sector include: Incentives to switch to low-carbon vehicles; Transport and infrastructure for bicycles; More efficient public transport; Better planning and organization of transport in cities; Shift from road transport to rail transport; Increase energy efficiency in transport (aggregate measure).

* **National Strategy for Sustainable Development of the Republic of Croatia** (Official Gazette Nr. 30/2009), Chapter 7. (Connecting Croatia); List of Activities or Measures to Achieve the Overall Objective with Specific Objectives;
Activity 1. - Promote the use of cleaner fuels and technologies and transfer to those forms of transport that use energy efficiently.
Activity 2. - Redirect transport from roads to more environmentally acceptable systems - sea, inland waterways, railway and short sea shipping

* Annual **Guide on fuel economy and and CO2 emissions of new passenger cars** - contains: a listing of all new passenger car models available for purchase on the market of the Republic of Croatia in the current year with the fuel type and numerical value of the official fuel consumption; advises the drivers that correct use and regular maintenance of the vehicle and driving behaviour (such as avoiding aggressive driving, travelling at lower speeds, anticipation braking, correctly inflating tyres, reducing periods of idling, not carrying excessive weight) improve the fuel consumption and reduce the CO2 emissions of their passenger car; an explanation of the effects of greenhouse gas emissions, potential climate change and the relevance of motor cars as well as a reference to the different fuel options available to the consumer and their environmental implications based on the latest scientific evidence and legislative requirements;

* Investments to promote a cleaner transport - Environmental Protection and Energy Efficiency Fund announced a **tender for co-financing companies and craftsmen when purchasing new environmentally friendly vehicles** in category M1 (passenger cars), M2 and M3 (buses), purchasing eco tires, remodeling of existing vehicles to liquefied petroleum gas (LPG) and compressed natural gas (CNG) and for the construction of CNG filling stations.

* Environmental Protection and Energy Efficiency Fund announced a call to companies, craftsmen and other legal entities to participate in the **eco-driving training pilot project** (for passenger cars, trucks and buses).

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

Yes Specify

* Environmental Noise Directive (2002/49/EC) is fully transposed in **Noise Protection Act (OG**

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**

* **National Strategy for Sustainable Development of the Republic of Croatia** (Official Gazette Nr. 30/2009), Chapter 7. (Connecting Croatia); List of Activities or Measures to Achieve the Overall Objective with Specific Objectives; Measure 10 - Increase safety and investments in the infrastructure to promote walking and bicycle use. A national program to promote cycling is in the process of drafting.

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:

* **National Road Safety Programme 2011-2020** sets out the package of projects and policies in order to reduce deaths and injuries on roads. Some of its objectives are:

- Drawing up specific solutions for the development and implementation of policies and the development of infrastructure to protect all road users, particularly those most vulnerable such as pedestrians, cyclists, motorcyclists and users of public transport, as well as children, the elderly and persons with reduced mobility;
- Begin to organize and implement safer and more sustainable transportation, including planning of land use and encouraging alternative forms of transportation;
- To harmonize regulations on road safety with the relevant resolutions and instruments as well as with United Nations road traffic safety manuals;

* **Railway system Safety and Interoperability Act** (Official Gazette 82/2013)
Accessibility is one of the basic requirements to be fulfilled by the rail system, subsystems and interoperable components, including interfaces. Through the appropriate means it has to be ensured that persons with disabilities and persons with reduced mobility have equal rights to access as others. This includes the design, construction, renovation, modernization, maintenance and use of parts of the subsystem to which the public has an approach.

Section C: Implementation of THE PEP

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

NATIONAL TRANSPORT, HEALTH AND ENVIRONMENT ACTION PLANS (NTHEAPs)

More information:

[Draft manual on developing NTHEAPs](#)

indicator 5.1 Does your country have a NTHEAP or similar tool?

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 5.2 What is the current status of your country's NTHEAP?

indicator 5.3 What is/will be the scope and format of your country's NTHEAP?

- national
- sub-national
- stand-alone document
- part of a national environment and health action plan (NEHAP)
- environment and health components in a national transport action plan

RELAY RACE (Staffete)

More information:

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

indicator 5.4 Has your country contributed to THE PEP relay race workshops?

- technical contribution (in kind)
- financial contribution

If YES, how?

THE PEP PARTNERSHIP

More information:

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

indicator 5.5 Does your country contribute to THE PEP Partnership?

- technical expertise (in kind)
- direct financial contribution

If YES, how?

indicator 5.6 Are there any formal networks/platforms of professionals who are involved in THE PEP issues in your country?

- direct funding

indicator 5.7 Are these networks/platforms supported by the government?

- political

If YES, please indicate how:

6. operational frameworks that support the promotion of THE PEP

indicator 6.1 Do you have a coordinating body and/or a formal structure for implementation of THE PEP within your government?

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

Represented sectors:

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

Yes ▼

Please list main documents:

National Strategy for Sustainable Development of the Republic of Croatia (Official Gazette No. 30/2009), Environmental Protection Act (OG No.110/07)

indicator 6.3 **Is public awareness in relation to the integration of the three sectors addressed in relevant national document(s)?**

No ▼

Please list main documents:

National Strategy for Sustainable Development of the Republic of Croatia (OG No. 30/2009), Environmental Protection Act (OG No.110/07)

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

Please specify:

7. Future of THE PEP

Indicator 7.1 **What have been the main successes of THE PEP in stimulating national action in the priority areas of THE PEP in your country? Please give concrete examples and a short explanation of your assessment.**

Indicator 7.2 **What have been the main weaknesses of THE PEP in stimulating national action in the priority areas in your country? Please give concrete examples and a short explanation of your assessment.**

The main weakness is lack of communication and cooperation between three relevant ministries.

Indicator 7.3 **How could THE PEP better support national efforts to integrate transport, environment and health policies and achieve sustainable transport?**

Please complete this questionnaire together with the other THE PEP focal points in your country and return it to THE PEP secretariat **before 16 September 2013** by e-mail to csc@euro.who.int

Thank you!