

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.

THE PEPTransport, Health
and Environment
Pan-European Programme

UNECE

World Health
Organization
REGIONAL OFFICE FOR
Europe

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

Country	Czech Republic	Date	
Name of officer (national focal point) responsible for submitting the report	Jiri Jedlicka		
Institution	Transport Research Centre		
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Names of the officers (national focal points) from the other two sectors that participated in the preparation of the report	1. MUDr. Helena Kazmarová 2. RNDr. Jiří Bendl CSc.		
Institutions	1. National Institute of Public Health, Prague 2. Office of the Government of the Czech Republic, Department of Sustainable Development		
Websites	1. http://www.szu.cz 2. http://www.vlada.cz/en/ , http://mzp.cz/en/		

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.

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:*

- 1) The Transport Policy of the Czech Republic for 2014-2020 with the Prospect of 2050 as a sectoral document is a top-level strategic document of the Government of the Czech Republic for the transport sector and the Ministry of Transport is the institution responsible for its implementation. The document identifies the main challenges of the sector and proposes measures to tackle them. The Transport Policy declares what the Government is to do in the transport sector (international commitments, contracts), what it intends to do (safety, sustainable development, economy, environment, public health) and what it is able to do (financial and spatial aspects).
- 2) Transport Sectoral Strategy, 2nd Phase (The Medium - Term Plan of Transport Infrastructure Development with a Long - Term Outlook) represents a basic sectorial concept of the Ministry of Transport formulating priorities and objectives in the area of transport and transport infrastructure development in the medium-term horizon of the year 2020, and in general features, also in the long-term horizon up to the year 2050. The global objective of the Transport Strategies is to produce a flexible planning tool for sustainable development of the transport infrastructure.
- 3) Medium-Term Strategy (till 2020) to improve air quality in the Czech Republic as a part of the National Emissions Reduction Programme represents the fundamental programming tool for policies concerned with air protection. As a part of this document were implemented Air Quality Plans for zones and agglomerations defined according to annex 3 of the Act. 201/2012 Coll. There are included measures concerning prioritization and support of transport infrastructure (core network, bypasses) with respect to environment.
- 4) Partnership agreement for programming period 2014-2020 (especially Operational Programme Transport, Integrated Operational Programme) is next phase after European Structural Funds Programme (2007-2013), which includes Operational Programme Transport (core road and railway network), Integrated Operational Programme (non-core road network) with respect to transport infrastructure. This agreement defines priorities and measures for efficient and effective use of EU funding in 2014-2020 in order to meet objectives of the Europe 2020 Strategy.
- 5) National Strategy for Development of Bicycle Transportation of the Czech Republic 2013-2020 update the previous strategy for 2004-2011. The main objective if the strategy is to support cycling that becomes a fully-fledged form of transportation supplementing other forms of transportation.

Clean and efficient intermodal connections. Please specify:

- 1) Medium-Term Strategy (till 2020) to improve air quality in the Czech Republic as a part of the National Emissions Reduction Programme represents the fundamental programming tool for policies concerned with air protection. As a part of this document were implemented Air Quality Plans for zones and agglomerations defined according to annex 3 of the Act. 201/2012 Coll. There are included measures concerning the support of walking and cycling modes, public transport and building terminals to change the transport mode (using environmentally friendly transport).
- 2) Partnership agreement for programming period 2014-2020 (especially Operational Programme Transport, Integrated Operational Programme) is next phase after European Structural Funds Programme (2007-2013), which includes Operational Programme Transport (core road and railway network), Integrated Operational Programme (multi-modal freight transportation, development of public transport and construction and upgrades of infrastructure for pedestrian and cyclists) with respect to transport infrastructure. This agreement defines priorities and measures for efficient and effective use of EU funding in 2014-2020 in order to meet objectives of the Europe 2020 Strategy.
- 3) The Clean Mobility national action plan - involved are ministries (Transport, Environment, Industry and Trade, Education Youth and Sports, Regional Development) and associations (automotive, natural gas, electromobility). This document is in preparation.

Safety measures in road transport. Please specify:

- 1) The Transport Policy of the Czech Republic for 2014-2020 with the Prospect of 2050 as a sectoral document is a top-level strategic document of the Government of the Czech Republic for the transport sector and the Ministry of Transport is the institution responsible for its implementation. The document identifies the main challenges of the sector and proposes measures to tackle them. The Transport Policy declares what the Government is to do in the transport sector (international commitments, contracts), what it intends to do (safety, sustainable development, economy, environment, public health) and what it is able to do (financial and spatial aspects).
- 2) National Road Safety Strategy 2011-2020 - the main objective is to reduce by 2020 the number of persons killed in road traffic to the average of European countries and further to reduce by 40 % the number of seriously injured.

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

1) National Strategy for Development of Bicycle Transportation of the Czech Republic 2013-2020 update the previous strategy for 2004-2011. The main objective of the strategy is to support cycling that becomes a fully-fledged form of transportation supplementing other forms of transportation. The Strategy with its measures aim to increase a contribution of cycling on the total transportation to 10 % by 2020.

2) Medium-Term Strategy (till 2020) to improve air quality in the Czech Republic as a part of the National Emissions Reduction Programme represents the fundamental programming tool for policies concerned with air protection. There are included measures concerning the support of walking and cycling modes, public transport and building terminals to change the transport mode (using environmentally friendly transport).

3) The Transport Policy of the Czech Republic for 2014-2020 with the Prospect of 2050 as a sectoral document is a top-level strategic document of the Government of the Czech Republic for the transport sector and the Ministry of Transport is the institution responsible for its implementation. Constructions of infrastructure for active and environmentally friendly transport are funded by the State Fund for Transport Infrastructure (SFDI) and Integrated Operational Programme.

Eco-Tourism. Please specify:

1) The State Tourism Policy Concept in the Czech Republic for the period of 2014 – 2020 represents an important goal of the Ministry of Regional Development to establish better conditions for the development of tourism.

2) National Program to Support Tourism (2010 - 2015) has a major objective to promote tourism by construction of sanitary, navigation and information facilities for pedestrians, cyclists and persons with reduced mobility.

3) Regional Operational Programmes include development of tourism as one of the four topics. There are funded in particular construction and reconstruction of tourist routes (footpaths, bicycle paths, horse trails, waterways, harbours or docks) including associated infrastructure and signs.

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 <input type="button" value="v"/>	The Transport Policy of the Czech Republic for 2014-2020 with the Prospect of 2050 deals with a lot of topics. The main topics, which include sustainable mobility and more efficient transport system, are: - modernization, development and revitalization of the rail transport - rights and obligations of users of public transport services - support of multimodal transport systems - development of urban, suburban and regional public transport - use of state-of-art available technologies and global satellite systems (GNSS) - reduction of energy demand of the transport sector, in particular of its dependence on hydrocarbon fuels
Target group business <input type="button" value="v"/>	

Level	Description
national	Medium-Term Strategy (till 2020) to improve air quality in the Czech Republic as a part of the National Emissions Reduction Programme represents the fundamental programming tool for policies concerned with air protection. There are included measures concerning the support of walking and cycling modes, public transport and multimodal transport mode (using environmentally friendly transport) for both freight and passenger transportation. As a part of this document were implemented Air Quality Plans for zones and agglomerations defined according to annex 3 of the Act. 201/2012 Coll.
Target group business	

Level	Description
national	National Strategy for Development of Bicycle Transportation of the Czech Republic 2013-2020 update the previous strategy for 2004-2011. The main objective of the strategy is to support cycling that becomes a fully-fledged form of transportation supplementing other forms of transportation. The Strategy with its measures aim to increase a contribution of cycling on the total transportation to 10 % by 2020.
Target group business	

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

Yes

indicator 2.3 **Does the government promote the use of information technology to increase the efficiency of the transport system?**

Yes

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

Yes

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

Yes

Please, specify:

Currently is being processed Sustainable Mobility Plans (SUMP) for big cities in the Czech Republic.

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.**

- 1) As a part of The Transport Policy of the Czech Republic for 2014-2020 with the Prospect of 2050 and Medium-Term Strategy (till 2020) to improve air quality in the Czech Republic are measures to support for example purchase of new CNG or electric buses, building of infrastructure for alternative fuels, deployment of low emission zones and last but not least research focused on environmentally friendly transport.
- 2) National Program to Abate the Climate Change Impacts in the Czech Republic is focused on setting of the main national targets and appropriate policies and measures to ensure meeting of the reduction emission targets to the maximum possible degree in the sense of international agreements, to reflect existing and future social and economic conditions in CR and to promote sustainable development. Climate Policy of Czech Republic is in preparation.
- 3) Action Plans for Strategic Noise Maps are ensured and updated by the Ministry of Health for major roads (traffic volume more than 8 200 vehicles per day), railways (annually more than 30 000 trains) and airports (more than 50 000 landing and taking off excluding small planes).
- 4) The Clean Mobility national action plan - involved are ministries (Transport, Environment, Industry and Trade, Education Youth and Sports, Regional Development) and associations (automotive, natural gas, electromobility). This document is in preparation.

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

Yes

Specify

Included in Action Plans for reducing noise related to the Strategic Noise Maps:
- Mitigation measures: bypass or relocation of road out of built-up area, low-noise road surface
- Adaptation measures: noise barrier, soundproof window

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**

1) National Strategy for Development of Bicycle Transportation of the Czech Republic 2013-2020 update the previous strategy for 2004-2011. The main objective if the strategy is to support cycling that becomes a fully-fledged form of transportation supplementing other forms of transportation. The Strategy with its measures aim to increase a contribution of cycling on the total transportation to 10 % by 2020.
 2) Medium-Term Strategy (till 2020) to improve air quality in the Czech Republic includes measures concerning the support of walking and cycling modes with emphasis on increasing safety and construction and reconstruction of infrastructure for these environmentally friendly transport.
 3) Health 2020 - National Strategy on Health Promotion and Disease Prevention

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:

1) National Plan Creating Equal Opportunities for Persons with disabilities for the period 2010-2014 includes measures that provide accessibility of buildings and transport to persons with reduced mobility.
 2) National Road Safety Strategy 2011-2020 - the specification of priority problematic areas (children, aging population) was done based on analysis of accident rates development in the previous decade.

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 checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Energy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Housing	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Environment / landscape	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Tourism	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sport	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" 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.**

The Strategic Framework for Sustainable Development in the Czech Republic has a cross-cutting character that goes beyond individual departments. It is not aimed at imposing specific measures or replacing departmental and cross-cutting strategies, but rather at supporting their long-term orientation and mutual links. Implementation of sustainable development measures is applied in processing of spatial/urban plans and sustainable mobility plans.

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: _____

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.

National action plan for clean mobility (NAP CM) was elaborated during the 2014 and was submitted to the Government of the Czech Republic for approval in April 2015. This document is one of the 12 follow-up strategic documents contributing to the implementation of Transport policy objectives. The objectives are also consistent with the National Environmental Policy which contains, among other things, 10% share of renewable energy in transport by 2020 while reducing emissions of NOx, VOC and PM2.5 from traffic contributing to the overall reduction of air pollution in Czech republic.

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?** Yes ▼

[Manual on developing NTHEAPs](#)

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

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

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

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?** Yes ▼

[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?** Yes ▼

[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?**

Yes ▼

Local Agenda 21, Association of Cities for Cycling, Committee for Sustainable Transport to the Council for Sustainable Development at the Government of the Czech Republic (new 2014)

Please specify:

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

Yes ▼

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?

Yes

Represented sectors:

- | | |
|---|---|
| <input checked="" type="checkbox"/> Transport | <input type="checkbox"/> Education |
| <input checked="" type="checkbox"/> Environment | <input type="checkbox"/> Spatial/urban planning |
| <input checked="" type="checkbox"/> Health | <input type="checkbox"/> Agriculture |
| <input type="checkbox"/> Finance | <input checked="" type="checkbox"/> Others, please specify: |
| <input type="checkbox"/> Academia | |

Transport Research Centre (CDV), Council for Sustainable Development at the Government of the Czech Republic

indicator 7.2 **Is integration of the three sectors reflected in any other national policy document(s)?**

Yes ▼

Please list main documents:

Annual Report on tasks within the Council for Health and Environment, Medium-Term Strategy (till 2020) to improve air quality in the Czech Republic, Air Quality Plans for zones and agglomerations

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:

The Transport Policy of the Czech Republic for 2014-2020 with the Prospect of 2050, Annual Report on tasks within the Council for Health and Environment, Medium-Term Strategy (till 2020) to improve air quality in the Czech Republic, Air Quality Plans for zones and agglomerations

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?**

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.**

Support of Policies for sustainable transport, exchange of knowledge workshops and clearing house, intersectoral cooperation

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.**

weaknes are more on national than international level. It is lack of funding, nathional capacity, the reluctance of people to change their habits etc.

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

To try find possible mechanism of funding through EU-projects or similar, continue the work and exchange best practices through workshops