



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

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

Country	<input type="text" value="Germany"/>	Date	<input type="text" value="27.10.2011"/>
Name of officer (national focal point) responsible for submitting the report	<input type="text" value="Kilian Frey"/>		
Institution	<input type="text" value="Federal Environment Agency"/>		
Postal address	<input type="text" value="Wörlitzer Platz 1, 06844 Dessau"/>		
Telephone	<input type="text"/>	Fax	<input type="text"/>
E-mail address	<input type="text"/>		
Website	<input type="text" value="www.umweltbundesamt.de"/>		

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

Institutions

E-mail addresses

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.

Decision-Making structure is federal.

## 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:*

1. The promotion of inter-modal transport (Kombinierter Verkehr) and rail sidings (Gleisanschlussförderung) could provide important stimuli for the shifting of road transport to rail. That's why the Federal Government provides financial incentives in these fields. 2. Truck toll on motorways: incentives to use cleaner trucks and to shift to rail.

Clean and efficient intermodal connections. *Please specify:*

Every year the federal government supports the states (Länder) with 7 billion for their public transport. So the states are able to finance the public transport, they are responsible for. (responsible laws: regionalisation act and local authority traffic financing act)

Safety measures in road transport. *Please specify:*

Federal Environment Agency is not responsible for safety measures (but safety aspects are discussed - in the National Cycling Plan for example - as well.

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

see 2.1

Eco-Tourism. *Please specify:*

see 2.1

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

indicator 2.1 Describe the 4 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	The National Cycling Plan is to initiate new methods and implementation strategies for the promotion of cycling in Germany for the period 2002 to 2012, supply recommendations for action and, in general, to make a contribution towards creating a bicycle-friendly environment. <a href="http://www.nationaler-radverkehrsplan.de/en/">http://www.nationaler-radverkehrsplan.de/en/</a> It aims to promote cycling in Germany as part of a sustainable, integrated transport policy in accordance with the concept of the "city of short distances". Bicycle use and road safety are to be increased considerably by 2012. The National Cycling Plan is available in English, French, Russian and Spanish. Full text download: <a href="http://www.nrvp.de/eu-bund-laender/bund">www.nrvp.de/eu-bund-laender/bund</a> For the upcoming period of 2013-2020, a new National Cycling Plan is currently being developed.
Target group communities	

Level	Description
national	<a href="http://www.effizient-mobil.de/">www.effizient-mobil.de/</a> The action plan for mobility management has been established by the federal government. In 15 local networks in Germany, mobility management experts are consulting business, local authorities and other important stakeholder.
Target group	

Level	Description
local/municipal	The environmental zones in cities give incentives to use cleaner cars and to shift to public transport and to walking and cycling. <a href="http://www.berlin.de/sen/umwelt/luftqualitaet/de/luftreinhalteplan/download/touristeninfo_en.pdf">http://www.berlin.de/sen/umwelt/luftqualitaet/de/luftreinhalteplan/download/touristeninfo_en.pdf</a>
Target group	
communities	

indicator 2.2 Does the government raise awareness of mobility choices? Please give examples.

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:

see 1.1. In transport associations there are integrated offers like, uniform tariffs, synchronised timetables, and mobility components like car sharing and traincards for the railway. These components can be booked as a part of season or month tickets for public transport. Furthermore the federal government is funding field tests in bike rental systems which are integrated in public transport. see <http://www.nationaler-radverkehrsplan.de/en/> Specification for 2.4: In §2, Passage 2, Point 3. of the

### 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. Subsidies for particulate filter. 2. Lower car tax for cars on low fuel. 3. Truck toll on motorways: incentives to use cleaner trucks and to shift to rail. 4. National Platform for Electric Mobility [http://www.bmu.de/english/mobility/electric\\_mobility/doc/47337.php](http://www.bmu.de/english/mobility/electric_mobility/doc/47337.php)

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

Yes

Specify

see Federal Environment Agency <http://www.umweltbundesamt.de/laermprobleme-e/index.htm>, Ministry for transport

### 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. The National Cycling Plan is to initiate new methods and implementation strategies for the promotion of cycling in Germany for the period 2002 to 2012, supply recommendations for action and, in general, to make a contribution towards creating a bicycle-friendly environment. <http://www.nationaler-radverkehrsplan.de/en/> 2. Infrastructure and safety measures for walking and cycling 3. (see 2.5) integrated intermodal public transport systems. New in 2012: the national cycle plan was extended by the German government: <http://www.bmvbs.de/SharedDocs/DE/Pressemitteilungen/2012/188-ramsauer-nationaler-radverkehrsplan.html?nn=35920>

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:

Mobility education is part of many programmes of all authority levels in Germany: Targets are to educate children in fields like: Capability to a critical examination about current mobility offers. Capability for a safe participation in traffic and avoidance of accidents. Awareness raising for impacts from transport to environment, health and social development of man. Development of competence of organization to empower pupils to make future decisions concerning mobility. Capability for an autonomous mobility and therefore for a conscious choice of transport mode.

## 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:

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

[Draft manual on developing NTHEAPs](#)

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://www.apug.de/> , [http://www.umwelt.nrw.de/umwelt/umwelt\\_gesundheit/pronet/transport/index.php](http://www.umwelt.nrw.de/umwelt/umwelt_gesundheit/pronet/transport/index.php)

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

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:

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

[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 5.5 Does your country contribute to THE PEP Partnership? No

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

If YES, how?

- technical expertise (in kind)
- direct financial contribution

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

Yes

Please specify: National Focal Point for Germany

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

Yes

If YES, please indicate how:

- direct funding
- in kind
- political

### 6. Policy, regulatory and 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?

No

Represented sectors:

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

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

Yes

Please list main documents:

1. climate initiative [http://www.bmu-klimaschutzinitiative.de/en/home\\_i](http://www.bmu-klimaschutzinitiative.de/en/home_i) 2. national platform for electric mobility [http://www.bmu.de/files/english/pdf/application/pdf/bericht\\_emob\\_en\\_bf.pdf](http://www.bmu.de/files/english/pdf/application/pdf/bericht_emob_en_bf.pdf) 3. german platform for efficient

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

Yes

Please list main documents:

see 6.2 and National Strategy for Sustainable Development  
<http://www.bundesregierung.de/Webs/Breg/nachhaltigkeit/DE/Startseite/Startseite.html>

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

Yes

Please specify:

see 6.2

## 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 transformation process from the international level to the level of countries, states and local authorities is difficult. Language barriers can be a weakness.

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

Smaller languagebarriers could be an improvement.