

## 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="Germany"/>	Date	<input type="text" value="8/29/2013"/>
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"/>		
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."/> <input type="text" value="2."/>		
Institutions	<input type="text" value="1."/> <input type="text" value="2."/>		

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 provides incentives to use cleaner trucks and to enforce a modal shift from road to rail.

Clean and efficient intermodal connections. *Please specify:*

Every year the federal government supports the federal 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:*

The 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 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	Germany's National Cycling Plan (NCP) is the basis for cycling policy and supports "cycling as a system", which means building cycling infrastructure is not enough to increase the number of cyclists - communication and service measures are just as important to achieve this goal. Furthermore this means for transport or spatial planning all modes of transport are integrated.
communities	The previous NCP 2002-2012 brought an increase in cycling and a consolidation of awareness for cycling in the federal states and communities, lots of good-Practice Examples and projects were funded under the federal non-investment cycling support program. <a href="http://www.nationaler-radverkehrsplan.de/foerderung-bund/foerderung-nrvp/massnahmen.phtml">http://www.nationaler-radverkehrsplan.de/foerderung-bund/foerderung-nrvp/massnahmen.phtml</a> The new NCP 2020 is in force since the 1st January 2013 with basic guidelines to support cycling for years to come. The plan includes new topics for example e-mobility in cycling, capacity problems in the cities and thoughts are given to "starter", "climber" and "champion" communities. <a href="http://www.bmvbs.de/SharedDocs/DE/Artikel/UI/fahrradverkehr-nationaler-radverkehrsplan.html?linkToOverview=js">http://www.bmvbs.de/SharedDocs/DE/Artikel/UI/fahrradverkehr-nationaler-radverkehrsplan.html?linkToOverview=js</a>

Level	Description
national	<p>The Centre for service and competence for local climate protection at the German Institute for Urban Affairs <a href="http://kommunen.klimaschutz.de/portal.html">http://kommunen.klimaschutz.de/portal.html</a>; The Climate Protection Initiative of the Federal Ministry of Environment is funding projects of sustainable mobility: <a href="http://kommunen.klimaschutz.de/foerderung.html">http://kommunen.klimaschutz.de/foerderung.html</a></p> <p>The following investments in infrastructure are funded:</p> <ol style="list-style-type: none"> <li>1. Reorganisation of streets to improve accessibility for all different modes of transport and especially to promote walking in order to mitigate CO2 emissions.</li> <li>2. Building of intermodal mobility stations to improve connection of walking, cycling, car-sharing and public transport to promote a sustainable mobility.</li> <li>3. Instruments to improve cycling routes. For example: upgrading of existing cycling routes and high quality "bike-parking places" at hotspots of public transport.</li> </ol>
communities	

Level	Description
local/municipal	<p>The environmental zones in cities give incentives to use cleaner cars and to shift to public transport and to walking and cycling.</p> <p><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></p>
communities	

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:

see 1.1. In transport associations there are integrated offers like, uniform tariffs, synchronised timetables, and mobility components like car sharing and frequent traveller special offers 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 Federal Regional Planning Act: „Regional and urban planning structures should be designed in a way, that volume of traffic is reduced and additional/induced traffic should be avoided“: <http://dejure.org/gesetze/ROG/2.html>.

**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 particle 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

With regard to the important issue of noticeably improving the protection against noise, the

**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**

see 2.1 and 2.5

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 organizations to empower pupils to make future decisions concerning mobility. Capability for a autonomous mobility and therefore for a conscious choice of transport mode. Use of pedagogic appendage like projectlessons and workshops, activity oriented lessons, pupil focused lessons and interdisciplinary handling. Possibility for pupils to participate. <http://www.umweltbundesamt.de/verkehr/mobil/projekte/schule.htm>  
[http://www.vcd.org/mit\\_kindern\\_unterwegs.html](http://www.vcd.org/mit_kindern_unterwegs.html)

**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?** Yes **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:**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:**

[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?** Yes 

If YES, how?

- technical contribution (in kind)  
 financial contribution

**THE PEP PARTNERSHIP****More information:**[Terms of reference of THE PEP Partnership](#)indicator 5.5 **Does your country contribute to THE PEP Partnership?** No 

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?**No Please specify: indicator 5.7 **Are these networks/platforms supported by the government?**

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

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

Yes ▼

Please list main documents:

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:

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

Yes ▼

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 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 language barriers could be an improvement.