The PEP Questionnaire 2013 - Section A

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.

<table>
<thead>
<tr>
<th>Country</th>
<th>Date</th>
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<tbody>
<tr>
<td>Germany</td>
<td>8/29/2013</td>
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<table>
<thead>
<tr>
<th>Name of officer (national focal point) responsible for submitting the report</th>
<th>Kilian Frey</th>
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<table>
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<tr>
<th>Institution</th>
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<tr>
<td>Federal Environment Agency</td>
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<thead>
<tr>
<th>Names of the officers (national focal points) from the other two sectors that participated in the preparation of the report</th>
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<tr>
<td>1.</td>
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<th>Institutions</th>
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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:

- Clean and efficient intermodal connections. Please specify:
  - 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

<table>
<thead>
<tr>
<th>Level</th>
<th>Description</th>
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<tbody>
<tr>
<td>national</td>
<td>Germany's National Cycling Plan (NCP) is the basis for cycling policy and supports &quot;cycling as a system&quot;, 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. 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.</td>
</tr>
</tbody>
</table>
### Indicator 2.2: Does the government raise awareness of mobility choices?

<table>
<thead>
<tr>
<th>Yes</th>
<th>No</th>
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### Indicator 2.3: Does the government promote the use of information technology to increase the efficiency of the transport system?

<table>
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<tr>
<th>Yes</th>
<th>No</th>
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### Indicator 2.4: Are there mechanisms in place in your country to improve the coordination between land use and transport planning?

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<tr>
<th>Yes</th>
<th>No</th>
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### 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?

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<th>Yes</th>
<th>No</th>
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### 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.

<table>
<thead>
<tr>
<th>indicator 3.2</th>
<th>Does your Government take any measures to support a reduction in noise emissions from transport activities?</th>
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<tbody>
<tr>
<td>Yes</td>
<td>Specify With regard to the important issue of noticeably improving the protection against noise, the</td>
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</table>
### 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.

- Mobility education is part of many programs at 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 an autonomous mobility and therefore for a conscious choice of transport mode. Use of pedagogic appendage like project lessons 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.umweltbundesamt.de/verkehr/mobil/projekte/schule.htm)
- [http://www.vcd.org/mit_kindern_unterwegs.html](http://www.vcd.org/mit_kindern_unterwegs.html)

**see 2.1 and 2.5**

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

- Yes: Mobility education is part of many programs at 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 an autonomous mobility and therefore for a conscious choice of transport mode. Use of pedagogic appendage like project lessons 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.umweltbundesamt.de/verkehr/mobil/projekte/schule.htm)
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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)

indicator 5.1 Does your country have a NTHEAP or similar tool? [Yes/No]

Was THE PEP helpful in the development of your country’s NTHEAP? [Yes/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/Other]

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)

indicator 5.4 Has your country contributed to THE PEP relay race workshops? [Yes/No]

If YES, how?

- technical contribution (in kind)
- financial contribution

indicator 5.5 Does your country contribute to THE PEP Partnership? [Yes/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? [Yes/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 relevant national policy document(s)?*

<table>
<thead>
<tr>
<th>Yes</th>
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Please list main documents:
2. national platform for electric mobility

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

<table>
<thead>
<tr>
<th>Yes</th>
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</table>

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?*

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<thead>
<tr>
<th>Yes</th>
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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 language barriers could be an improvement.