

## 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="Israel"/>	Date	<input type="text" value="9/16/2013"/>
Name of officer (national focal point) responsible for submitting the report	<input type="text" value="Adam Schalimtzek"/>		
Institution	<input type="text" value="Israeli Ministry of Environmental 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. Sharon David"/> <input type="text" value="2. Shay Reicher"/>		
Institutions	<input type="text" value="1. Ministry of Transportation"/> <input type="text" value="2. Ministry of Health"/>		

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.

## 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:*

Israel is undergoing a national transport revolution supported by the government: **Integration of the Israel Roads**. It is run by Israel Roads (the national roads authority) and includes construction of new railway lines (and roads) across the country and refurbishment to existing ones; its estimated cost is a total of \$3 Billion.

Clean and efficient intermodal connections. *Please specify:*

Project "Shiluvim" (Hebrew for integrations) was designed in order to better integrate between Israel's national and inner city bus and rail systems. The project consists of four completing components, which together, would improve Israel's public transport system and make it easier to use and plan by. The first of these components addresses the connectivity between train stations and bus lines leading to and from them. This aspect deals with not only re-routing lines or forming new ones in order to link the two, but also with synchronizing their timetables so as to allow enough time to conveniently alight from one, purchase a ticket and carry on with the trip. The second component was aimed to ameliorate signage and information offered to passengers at stations. This encompassed re-thinking the layout and content of signboards and notices using simulations and installing computerized information stands, next-bus/train signs and passenger information systems. Next, a new travel card valid for both train and bus (for all main bus-service providers) was introduced in order to make travelling on different modes of transport easier and cheaper, as it also offers discounts to passengers, the policy of which was carefully considered in order to prompt people to use public transport. The last component deals with applying the same principles and guidelines to new train stations. Thus, during preliminary planning, every new train station must also be checked to see that it is ideally integrated with the feeding bus system and that signs and information is clear and useful. The total budget for this project was set at roughly 10\$ M. So far the project has improved the services at more than 50 train stations nationwide.

Safety measures in road transport. *Please specify:*

The National Road Safety Authority (NRSA) is the independent statutory body responsible for promoting road safety. NRSA encourages the full commitment of the bodies involved in road safety to the plan, its implementation and its incorporation in the multiannual and annual work plans of those bodies, namely: the Ministry of Transport and Road Safety, the Ministry of Finance, the Ministry of Education, the Ministry of Health, the Ministry of Justice, the Israel Police, the Courts Administration, the local government and local authorities, the Israel National Roads Company, the firefighting and rescue services, Magen David Adom (Israel's national emergency medical, disaster, ambulance and blood bank service) and the third (non-profit) sector.

The main functions of the NRSA, as set out in the National Road Safety Authority Law (2006), are:

- to supervise local authority activities regarding road traffic signs;
- to increase funding for local authority road safety activities;
- to advance and monitor improved transport infrastructure and safety measures on urban roads;
- to define a multi-year plan for reinforcing road safety, implemented by means of annual programs; to assist in funding the activities of the Center for Road Accident Victims;
- to promote, plan and carry out public information campaigns aimed at increasing road safety awareness among the public at large;
- to establish and direct a national information center for road safety information and research;
- to advise and assist the education system, throughout the entire educational framework, on theoretical content for traffic and road safety education, including necessary funding for educating all age groups;
- to advise the various aid and rescue operators on ways of improving efficiency and treatment of road safety victims;
- to assist in intensifying traffic regulation enforcement;
- to advise the Minister of Transport & Road Safety as well as the government on matters concerning road safety, vehicle safety and driver licensing.

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

Some programs encouraging development of environmentally friendly infrastructure include:

**Creation of pedestrian paths:** footpaths became a key component in the urban planning transportation system. Since the cities are relatively small in the country, walking becomes convenient as soon as pedestrian paths become available.

**Development of cycling networks:** over the last decade Israel has begun to accept the perception that cycling can be a significant transport, especially in city centers. The 2013 Bill Encourage Bicycle Transportation aims to encourage and increase the use of bicycles for transportation to improve public health and environmental protection. The Bill's approach is to create safe and comfortable bike riding infrastructure, integrate existing transport systems, and to create economic incentives to encourage the use of bicycles. Infrastructure will be based on the 2009 Bicycle Lanes Planning Guidelines, which include safety measures to protect bicyclists and pedestrians.

**Reorganization** of the Tel Aviv Metropolitan Area and the Jerusalem Area public transportation for a more efficient use i.e. adding public transit lanes and rearranging the bus schedules.

**Fast Lane to Tel Aviv:** designed to reduce the air pollution, since it involves a toll; an exemption from the toll is available for public transportation as well as carpooling vehicles to encourage car sharing. Also, the lane includes a large parking lot where people can park their car and take a shuttle into Tel Aviv, all for free.

Along with the encouragement of use of public transit, the Ministry of Transportation promotes measures designed to restrain the use of private cars. Some of the measures include reduction of parking spaces, an increase in parking costs, and a reduction in sales tax when purchasing a car but an increase in car usage taxes.

Eco-Tourism. *Please specify:*

While tourism in Israel today is concentrated in and around the country's urban centers, a strategic decision, Strategic Plan for Sustainable Tourism 2003, was made by the Ministry of Tourism to emphasize sustainable rural tourism. In light of that decision, the Ministry has recently prepared and adopted strategies to align its operations and activities with sustainable principles and to promote sustainable tourism. The guidelines call for the planning, development, administration and marketing of tourism in Israel to be undertaken according to sustainable principles and to make the Ministry a leading factor in transforming tourism in Israel. Priorities and resource allocations are to be directed to making the tourist infrastructure, training and sites sustainable, as well as to official communications, publicity and marketing campaigns. Furthermore, the Ministry has decided to position Israel as a country that has adopted sustainable tourism principles for environmental friendly tourism that protects the integrity of the local communities. The plan was corrected and updated in 2012 and should be finalized soon.

The government of Israel offers funding and subsidies to encourage the development of hotels in the country and encourage tourism. Any initiator that requests such fundings is required, by the law, to build the hotel under the green building codes. This makes the hotels more energy efficient and self sustainable.

**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
local/municipal ▼ Target group public sector ▼	<p>Under a call for proposal issued by Israel's Ministry of transportation and the Ministry of Finance, large municipalities (between 70,000 and 250,000 inhabitants) were asked to submit plans for a sustainable transportation system. The request called for an emphasis and focus on public and non-motorized transport, with aimed at reducing traffic by private cars inside the city's busy center. Each city was granted \$50,000 for the preliminary plans and programs, whereas the winner city would receive \$50,000,000 for implementation.</p> <p>It was requested that plans cover the following aspects:</p> <ol style="list-style-type: none"> <li>1. Public transport infrastructure and designation of priority lanes and routes for public transport</li> <li>2. The city's public transport lineup</li> <li>3. Technology used to support the service</li> <li>4. All other supporting elements such as terminals, end stations, bus stops, signage, etc.</li> <li>5. Non-motorized transportation infrastructure (bicycles and pedestrian walkways)</li> <li>6. Car parks</li> <li>7. Public Relations, publicity and education</li> </ol>

Level	Description
national <input type="text"/>	<p>"TAMA 42" refers to the National Master Plan (NMP) for inland integrated transport, which includes the infrastructure of roads and railways nationwide, targeted at 2040. The plan allocates lands for inter-city public transportation, in order to connect peripheral areas to the biggest metropolitan centers in Israel.</p> <p>A national master plan is used as the predominant plan to outline all subsequent detailed plans. This ensures that no other plan could contradict what has been laid out in the TAMA 42, guaranteeing that a dramatic change in Israel's public transport is imminent.</p> <p>The main purpose is to demarcate a grid layout designated for public transport and integrated transportation centers at two levels: primary and secondary. A primary transportation center incorporates a train station and is well connected with other means of transport. A secondary center is usually located in the peripheral areas and has a "park and ride" facility, or incentive parking.</p> <p>The chief and most significant change that this plan proposes is in increasing the usability of public transport and its attractiveness. This is achieved by smartly connecting different modes of transportation, be it trains, buses, light railway, BRT or HOV, thus reducing needed transfers to the bare minimum and making them easy and quick. In turn, the plan improves the chances that Israeli citizens nationwide, and especially those who live outside the city centers, will opt for public transport for their morning commute, and possibly even many more of their day to day journeys.</p>
Target group public sector <input type="text"/>	

Level	Description
national <input type="text"/>	<p>A strategic plan was created in 2012 to promote the development of public transportation. The plan presents the strategic plan for the development and improvement of public transportation in Israel. The plan was in accordance with the accepted standards of planning and investment in public transport systems in developed countries. It is also a concerted effort in developing the economy of the public transport system within the next 25 years, which will constitute a key element in improving transportation and increasing mobility. The program emphasizes the development of public mobility depending on the needs of the traveler. Its goal is to make public transportation more convenient than private vehicles.</p> <p>The strategic plan was created because the Ministry of Transportation believes that the small area of the State of Israel requires effective development of the transport system. The relatively short distances in Israel are increase the cost effectiveness of public transportation, but on the other hand, pose a challenge to the attractiveness of public transport. Public transportation that is reliable, fast, frequent, and provides a high level of service, must be the cornerstone of Israel's policy.</p>
Target group public sector <input type="text"/>	

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 you 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:

In addition to the previously mentioned measures that promote a high-quality integrated public transit system the Governmental Company "Israel Roads" initiated a pilot project of electronic signs called "NextBus" to provide users with live updates of the current schedule. The signs are in three languages Hebrew, English, and Arabic to help serve the largest sections of Israel's population and tourists.

**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.**

Sections 11 and 12 of the 2008 Clean Air Act give the Environment Minister the authority to declare an area with repeated abnormal environmental values as an air pollution damaged zone. If the pollution in the specific zone is caused by vehicles, then it is the local authorities' responsibility to mitigate those damages. In 2011, an Urban Plan to Reduce Air Pollution Caused by Transportation was established; it was inspired by plans from 5 different cities around the world.

The 2008 Clean Air Act also states that a vehicle's annual license cannot be renewed unless it passes the pollution test each year. Principles to the test, including the test type and threshold values for testing various vehicles, were set by the Ministry of Environmental Protection's regulations for clean air; these regulations were updated in 2012. The Ministry believes that annual testing is not enough to guarantee the vehicle to be clean for the entire year, and, therefore, operates five mobile testing vehicles that operate smog checks (identical to the test used for licensing) on the side of the roads statewide. Around 30,000 vehicles are examined every year, mostly diesel vehicles, and about 10% of them fail the tests.

Polluting vehicles off the road caught are fined or sent for repair. Activity increases roadside air pollution awareness among drivers and inspires them to keep the integrity of their vehicles through proper preventive maintenance.

As per the Minister of Transportation's guidance, an agreement was signed between the Israel Rail and Israel Roads to begin the Rail Electrification Project; this project will reduce air pollution (due to the reduction of coal usage) and noise pollution. This project will also increase the level of reliability and accuracy of the train.

The Conference of Electrical Transport and Gas Propulsion (January 2013) was designed to promote electric transportation technologies and natural gas fueled transportation in Israel, it was the first conference in Israel of its kind. Electrical Bus Technology was introduced to Israeli Bus Companies, and will be promoted as part of the national program to reduce dependence on oil transportation initiative launched by the Prime Minister.

The Scrapping of Old Vehicles program (2010) state that any vehicle created on or before 1992 is eligible for a grant of \$850 if the owner gives up his vehicle for scrapping. Beyond its economic benefits, the program is designed to encourage vehicle owners to remove old, unsafe, and abnormal pollution causing vehicles from the road. Since the launch of the program, more than 25,000 old vehicles were removed from the road. Environmental economists estimated that the economic benefits from every 10,000 vehicles removed from the road reach \$20 million each year.

The minister of transportation decided to cancel the permission fee of \$63 to convert engines to LPG. Since the fee was cancelled, more than 10,600 vehicles were converted; of these about 8150 are private vehicles, 238 commercial vehicles, 99

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

Yes



Specify

Noise standards are established under the Abatement of Nuisances Law through Regulations

**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**

In addition to the previously mentioned programs "TAMA 42" and the proposal for municipalities to submit plans for sustainable transportation, the Ministry of Transportation along with the Ministry of Education and the Israel Road and Safety Authority created a program called "Kavey Laila" (Hebrew for night lines). This program runs bus lines from mid-night to 4am, and the costs per bus ride are exactly the same as they are during the day. This is designed to promote safety on the roads and avoid driving under the influence.

It is important to mention the Bicycle Network project again since the bicycle is beneficial for a sustainable environment, a healthy lifestyle, and a safe travel. These benefits to the users encourage the use of the system. Another major part of the project that encourages the public to use the network is the integration of the bicycle network with other forms of public transportation (busses and trains). It is essential to provide passengers with this integration in order to allow them to travel between cities with their bike instead of a private car.

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:

There are some policies that focus on vulnerable groups like: children under nine years of age cannot cross the street, unless they are accompanied by an adult, and children under eight years of age must use a high-chair. Another main approach is the publicity of safety recommendations on the radio, television (children's channels), and in the educational agenda on a regular basis.

The government is aware that some actions need to be taken to promote child safety on the roads. Eight governmental Ministries including Health, Treasury, Homeland Security, Education, Interior, Welfare and Social Services, Industry, and Transportation started planning the action plan since February of 2012. Other governmental and non-governmental agencies will cooperate as needed. There are not enough details available for the public yet, but an action is well on its way to promote more secure measures for children around transportation.

2003 Disabled Persons Equality Regulations, within the Regulations of Access to Public Transportation Services, states that a person with a disability is entitled to accessible public transportation services with reasonable frequency. Public transport services include, but are not limited to, urban buses, trains, air, and sea transport passengers. A person with a disability is entitled to accessible bus stops and railway stations, airports and sea port stations; responsible for these accessibilities are the Ministry of Transport, local authorities, licensee's lines and transportation facilities with their respective fields. The Law further provides that regulations will determine the ways and times determined accessible; a violation of the Law under this section is a criminal offense which is punishable by a fine.

In addition, the Ministry of Transport decided to establish a task force to implement public transport accessibility regulations (city buses). The tasks included:

- Creating a general and integrated work plan for accessible operating bus lines and central stations with those service lines in accordance with the requirements of the law.
- Creating a plan and tools for controlling, monitoring and reporting the progress of the local authorities' progress in the establishment of accessibility of stations and creation of waiting areas' sheds which comply with the regulations.
- Creating a plan and tools for control, monitor and report public transport operators to run accessible buses and ensure services for public transportation is available like placing signs on the stations and under waiting sheds as required by the relevant regulations.

## 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?**  ▼

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?**  ▼

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?**

▼

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?**

▼

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)?**

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)?**

Please list main documents:

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.**

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