

Reporting on progress made since 2009 on the attainment of the Amsterdam Goals



Following the Third High-level Meeting on Transport, Health and Environment in January 2009, the Steering Committee and its Bureau underlined the importance of monitoring the implementation of THE PEP programme and of progress made by Member States toward the attainment of the four Amsterdam Goals. These reports will facilitate the assessment of progress made and provide valuable information about the achievements and obstacles encountered by Member States and other stakeholders in attaining the Amsterdam Goals and in implementing THE PEP.

The answers below were submitted by the listed THE PEP focal point(s) to THE PEP secretariat in fall 2011 and are provided here in an unedited version.

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

Country	Malta	Date	12 October 2011
Name of officer (national focal point) responsible for submitting the report	Karen VINCENTI		
Institution	Environmental Health Directorate , Ministry for Health, the Elderly and Community Care		
Names of the officers (national focal points) from the other two sectors that participated in the preparation of the report	1. Mr. Lucien Stafrace 2. Ms. Claire Cordina Borg		
Institutions	1. Transport Malta 2. Malta Environment and Planning Authority		

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: National Authorities: Transport Malta and Malta Environment and Planning Authority

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.

Authorities in Malta are centralised and operate on a national level

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:*

Public Transport Reform, including changes in operations by various modes, especially the bus reform, in which the whole fleet was changed to Euro5 vehicles. The bus operation was also changed to make system more efficient with fewer vehicles

Clean and efficient intermodal connections. *Please specify:*

As part of the Public Transport Reform, a number of bus interchanges were created to connect different bus routes. A number of water taxis are to be introduced, planned to interact with new bus routes

Safety measures in road transport. *Please specify:*

As part of the draft Speed Policy, a number of speed cameras were introduced. Furthermore a number of speed monitors were installed to inform drivers when they are exceeding the speed limit. Timed closure of streets near schools has also been introduced

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

Bus lanes, give-way signs to allow buses to emerge from bus stops, upgraded main bus terminus, newly constructed bus interchanges and hubs

Eco-Tourism. *Please specify:*

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
<input type="text" value="national"/>	Public Transport Reform, including change to bus system, liberalisation of taxis and mini-van sectors, introduction of water taxis and electric taxis.
Target group	
<input type="text" value="public sector"/>	

Level	Description
<input type="text" value="sub-national"/>	Controlled Vehicular Access for Valletta, whereby private cars pay a premium for entering and parking on the streets of Valletta. This was combined with a new Park-and-Ride scheme connecting Valletta by public transport.
Target group	
<input type="text" value="public sector"/>	

Level	Description
<input type="text" value="national"/>	Introduction of cycle lanes in newly constructed roads. Pedestrianisation of two main shopping streets in Valletta and Sliema
Target group	
<input type="text" value="leisure"/>	

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

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

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?**

No ▼

Please, specify:

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.**

Euro5 vehicles introduced to replace old bus fleet. Vehicle roadworthiness test for all vehicles older than 5 years. Tax rebate on new electric vehicles.

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

No ▼

Specify

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**

Draft obesity strategy (MHEC), NEHAP

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:

Closure of roads around schools at start and finish times of schools. Walking bus projects. Disability parking. Low floor buses

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? Yes ▼

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

<https://ehealth.gov.mt/download.aspx?id=921>

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 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? No ▼

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? Yes ▼

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:

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?

Yes ▼

Represented sectors:

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

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

Yes ▼

Please list main documents:

NEHAP

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

No ▼

Please list main documents:

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

No ▼

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.**

The Transport Health and Environment local committee has existed for a number of years, raising awareness of integration of the different entities and creating a framework for networking. Previous involvement in THE-PEP workshops.

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.**

Change in institutions, including MEPA and Transport Malta have led to shifting of personnel and changes in the members of the local Transport Health and Environment committee

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

Further publication of success case-studies as well as networking with other countries. Technical support when necessary.