

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 2012 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="Republic of Moldova"/>	Date	<input type="text" value="30 October 2012"/>
Name of officer (national focal point) responsible for submitting the report	<input type="text" value="Mr. Ion Salaru"/>		
Institution	<input type="text" value="National Centre of Public Health"/>		
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. Tatiana Plesco"/> <input type="text" value="2."/>		
Institutions	<input type="text" value="1. Ministry of Environment"/> <input type="text" value="2. Ministry of Transport and Road Infrastructure"/>		

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.

1. Institutional framework: Moldova is a centralized state with a delimitation of competences between national and local levels, e.g. regional and land use planning and housing is on the level of regions.
2. Due to economic crises and financial constraints all sectors are forced with long-term budget reductions and long lasting budgetary constraints.

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:*

The National Development Strategy Moldova 2020, approved by Parliament in 2012 declares development of transport infrastructure as one of the national priorities - till 2020 all national roads meet requirements of European standards (www.gov.md). The Strategy of road transport development for 2008-2017 years is under implementation. The Concept of shipping development of republic of Moldova, now under debates, provides an increasing role of the single sea port in Giurgiulesti (source http://www.mtid.gov.md/index.php?option=com_content&view=category&layout=blog&id=36&Itemid=121&lang=ro). The Ministry of Transport and Road Infrastructure is responsible for investments in a big share of the road network, in the investment program 2011 - 2015. Only in 2011 were invested totally from state budget and external support 366 Mil. of Euros. All antioanl roads are modernised, which is expected to improve transport mobility and environmental quality. After partial renovation of trains, the rail transport becomes more attractive. In 2012 were restored train circulation through Transnistria region. source:<http://www.mtid.gov.md/img/Site/Programinvestitiiexterne2011.pdf>

Clean and efficient intermodal connections. *Please specify:*

The Ministry of Transport and Road infrastructure supports the construction of infrastructure for the combined transport. In passenger transport some railway stations are under construction or renovation to improve comfort and safety for passengers, including for handicapped persons. Under design is the railway Chisinau - Iasi, Romania, of European size of rail track for better connection with European passenger lines.

Safety measures in road transport. *Please specify:*

During last developed the legal framework to increase safety measures in road transport. Following the principles of the Law no.131 or 07.06.2007 on road safety and international experience and for achieving the declared goals of Road safety decade for 2011-2020, by Government decision no.972 from 21.12.2010 approved Action Plan for implementation of National Strategy on Road safety. Initiated implementation of new Concept of automatic survey system for road traffic control, approved by Government decision no.40 from 17.01.2012; Also an important issue is improvement of road quality, the Government by decision no. 244 from 19.04.2012 adopted reforms on maintenance of road infrastructure.

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

Cycling becomes more popular in republic of Moldova. Annually on 22 September are organised competitions, cycling tours, with increasing number of participants. The lanes for cyclists are insufficient and exist only in Chisinau. From 2012 also in Chisinau are introduced during weekends large pedestrian zones in the city centre which are very popular.

Eco-Tourism. *Please specify:*

The National Strategy on sustainable tourism development for 2003-2015 provides also development of eco-tourism. Following this Strategy, the Oheiu Vechi, a national tourism heritage site is declared also an eco-tourism zone. Actually this Strategy is under revision and it's expected to provide more supportive framework for eco-tourism.

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 ▼	By Government decision no.289 from 07.05.2012 approved new Government Action Plan for the 2012-2015 years, which contain a special chapter on supporting transport infrastructure and mobility. Main objectives in this area are:
Target group	-

public sector ▼	Liberalization and development of transport markets. • Rehabilitation and modernization of transport infrastructure, especially of road infrastructure and their connection to pan-european networks. • Responsible and efficient management of transport system, development and modernization of passengers and goods transportations. • Implementation of road mandatory audit, increase road traffic safety and reduce number of traffic accidents. • To promote Republic of Moldova as tranzit country and alignment of local transport to european transport conditions.
-----------------	--

Level national ▼	Description The Strategy for road transport infrastructure development for the period 2008-2017. The main function of transport sector is to offer and operate properly an efficient transportation system, capable to meet population and economic sector needs on mobility and contribute to trade development on local and international markets, taking into consideration that Moldova can be a bridge between European Union and NIS countries. Short-term objectives: a) rehabilitation of existing road and rail infrastructures and creation of better conditions for passengers and goods transportation; b) development of technical regulations for facilitating rehabilitation and continuous maintenance of transport infrastructure. Mid-term objectives: a) improvement procedures for more efficient and stable transport infrastructure management; b) improvement and infrastructure development with integration in European transport networks
Target group public sector ▼	

Level ▼	Description <div style="border: 1px solid black; height: 100px;"></div>
Target group ▼	

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 ▼

Yes ▼

Please, specify:

According to the Chisinau Urban Plan, adopted in 2007, gradually are extended public transport network, almost doubled in 2011 number of electric transport (trolley buses), decreased the number, minibuses are substituted by new larger buses on the most used routes, started construction of two big parkings located at the city entries to reduce traffic volume in the city center.

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.**

The new low emission development Strategy is under development, also the draft of the new Law on Environmental Protection is now developed and presented to the relevant central authorities for coordination, contain provisions on reducing emissions and implementation of green cars and bio-fuels.

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

Yes ▼

Specify

Established speed limits for different types of roads, noise barriers, noise, adopted limit noise levels for roads and residential zones, initiated development of noise maps.

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**

The National Development Strategy Moldova 2020, adopted in 2012, includes as objective sustainable transport infrastructure development and promotion of healthy and safe modes of transport, encouraging and providing support for local authorities in promoting efficient and environmental friendly transport.

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:

Yes, the Action Plan for implementation of National Strategy on Road safety provides measures for prevention and reduction of injuries due to traffic accidents among schoolchildren. Also, new technical regulations on passengers transport vehicles provides requirements for adaptation of vehicles and public stations to meet the needs of handicapped people and those with reduced mobility.

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?** No ▼

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:

http://

indicator 5.2 **What is the current status of your country's NTHEAP?** Planned ▼

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?** 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?**

No ▼

Represented sectors:

- | | |
|--------------------------------------|---|
| <input type="checkbox"/> Transport | <input type="checkbox"/> Education |
| <input type="checkbox"/> Environment | <input type="checkbox"/> Urban planning |
| <input 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)?**

No ▼

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?**

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.**

In 2008 THE PEP Sub-regional Workshop on sustainable healthy transport held in Chisinau and focused on EECCA countries needs, stimulate public and local authorities involment. By Chisinau municipality achieved good results on sustainable development of public transport - almost doubled number of electric public transport, at one existing factory established a technological unit for assambling trolleys, which made possible to substitute used transport units and to increas number of people who use public transportation. Also constructed cycling lanes in Chisinau creates conditions for increasing popularity of cycling. After 2010 all national roads are under modernization, which increase the road quality and mobility.

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.**

Insufficient collaboration between three sectors, activities are only on voluntary basis, there are no legal obligations and no direct financial support.

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

Through better communication between three sectors, with larger involment of local authorities and NGOs, organising meetings and workshops to exchange local and international experience on healthy urban transport. Also ins necessary support for NETHAP development.