

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	<input type="text" value="Netherlands"/>	Date	<input type="text" value="3 November 2011"/>				
Name of officer (national focal point) responsible for submitting the report	<input type="text" value="Julie Tham"/>						
Institution	<input type="text" value="Ministry of Infrastructure and the Environment"/>						
Names of the officers (national focal points) from the other two sectors that participated in the preparation of the report	<table border="0"> <tr><td>1.</td><td><input type="text"/></td></tr> <tr><td>2.</td><td><input type="text"/></td></tr> </table>			1.	<input type="text"/>	2.	<input type="text"/>
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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.

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:*

National Transport Policy --> Policy to stimulate the use of bicycles, by facilitating free parking facilities for bikes around trainstations, the construction of bicycle-highways and reduction of both traffic incidents and the theft bikes (Beleidsbrief Rijksinzet stimuleren fietsgebruik (TK 31796)). Also in the general transport policy goals are set to strive to a better accessibility that ensures a safe, healthy and "climatefriendly" environment. Part of this is also a light rail like timetable for trains in the Randstad-region (Amsterdam, Rotterdam, the Hague and Utrecht).

Clean and efficient intermodal connections. *Please specify:*

The light rail like timetable for trains in combination with the promotion of parking facilities for bikes around train stations. The dutch government wants to facilitate cleaner and more efficient intermodal connections.

Safety measures in road transport. *Please specify:*

National Transport Policy and more specific the 'strategic traffic safety plan' (SPV 2008-2020) and the 'actionplan for traffic safety' (actieplan verkeersveiligheid) . The goal of these policies is to make infrastructure and vehicles safer but also to stimulate better traffic manners.

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

(1) The National Cycling policy addresses 45 recommendations to stimulate bicycle use. (2) In the Health Policy Brief there is a strong focus on the local level, especially on accomodating sport and physical activity in the living neighbourhood.

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
national	Large supply of good bike parking throughout the cities especially at train stations. Bike rentals at train stations (OV-fiets) (National cycling policy)
Target group	
communities	

Level	Description
national	Attention for sportfacilities nearby and attractive neighbourhoods for walking and cycling (National Health Policy Brief).
Target group	
communities	

Level	Description
sub-national	Promotion/development of safe cycling routes to work/school (11 long-distance routes developed) (cooperation national -regional). Cycle calculator: online tool to calculate advantage of modal shift (regional policy)
Target group	
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?**

No ▼

Please, specify:

Under new government transport policy has changed drastically, with shift to facilitating car traffic as much as possible. Only exception is attention for electric driving

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.**

Plan to stimulate electric mobility in collaboration with industry, research institutes, local initiatives etc

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

Yes ▼

Specify

In accordance EU policies

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**

National Transport Policy and more specific the 'strategic traffic safety plan' (SPV 2008-2020) and the 'actionplan for traffic safety' (actieplan verkeersveiligheid) . The goal of these policies is to make infrastructure and vehicles safer but also to stimulate better traffic manners.

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:

Partly. Eg safety mirrors heavy duty vehicles in relation to safety of children biking

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 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?**

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)?**

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.**

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?**