

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	Norway	Date	19-Sep-12
Name of officer (national focal point) responsible for submitting the report	Ms. Vigdis Rønning		
Institution	Ministry of Health Care Services		
Names of the officers (national focal points) from the other two sectors that participated in the preparation of the report	1. Mr. Bent E. Skogen and Ms. Line Klethagen 2. Ms. Hilde Moe		
Institutions	1. Ministry of Transport and Communication 2. Ministry of Environment		

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:

The Norwegian Public Road Administration and The Norwegian Directorate of Health

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.

*The municipal council is the local planning authority. The county council is the regional planning authority. The municipal council and the regional council are democratic independent agencies. Municipalities and County administrations are road owners (they own 90% of the roads in Norway). Additionally, County administrations have the responsibility for public transport. *The Norwegian Planning and Building Act - incl. compulsory municipal land-use planning and regional planning strategies, the Nature Diversity Act, a new Public Health Act from 2012, *National expectations regarding planning etc. emphasize local and regional planning authorities' responsibility to integrate considerations to public health and the environment in local, regional, planning and actions.

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 White Paper on Climate efforts in Norway (2011-2012). *National Guidelines regarding compulsory Climate and Energy Planning in the Municipalities. *Norway has no separate NTHEAP's, but considerations to health and environment is integrated in The Norwegian National Transport Plan 2010-2010 (NTP), and in the newly released planning proposal for 2014-2023. NTP (2010-19) includes The National Cycling Strategy, and in the planning proposal for 2014-2023 is the Cycling Strategy revised and a new National Walking Strategy is included. *The White Paper on Climate efforts in Norway (2011-2012). *Action Plan on Public Transport in Norway. *Additionally, transport infrastructure is implemented through annual State Budgets.

Clean and efficient intermodal connections. *Please specify:*

*The Norwegian National Transport Plan. *City packages for transport, environment and city development with the following intentions: Planning and developments of roads, public transport, walking/ cycling paths, are expected to be seen in relation to localizing of residential areas, workplaces and other important land use. *The Goruddalen Project" (2007-2016), one of Norway's largest city developments projects. The projects focuses on e.g. environmental friendly transport, physical activity, parks and place promotion in general. *The Cities of the Future. *Road financing by road tolls.

Safety measures in road transport. *Please specify:*

*The Norwegian National Transport Plan. *The Zero Vision: The transport system shall not cause any loss of life or lifelong harm. *National Plan of Action for Road Safety 2010-2013. *National Strategy to Prevent Accidents that causes Harm on Persons 2009-2014.

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

*The Norwegian National Transport Plan. *County administrations have the responsibilities to deliver Public transport in their regions. *The National Cycling Strategy (revised 2012) and the National Walking Strategy (new 2012). The Cities of The Future". * A national "Local Community" project (2011-2021): The project focuses on creating, and secure, green parks and other public outdoor recreation areas in local communities as well as creating the connections between them.

Eco-Tourism. *Please specify:*

*National Cycling routes. *Coastal Walking Paths. *The Government's Tourism Strategy: The strategy is intended to stimulate better profitability and wealth creation in the Norwegian tourism industry, including among others through year-round jobs in rural communities. It's emphasizes that the wealth creation must be environmental 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
national ▼ Target group communities ▼	*The White Paper on Climate efforts in Norway (2011-2012). *National Guidelines regarding compulsory Climate and Energy planning in the Municipalities. *National Cycling Strategy (revised 2012), *National Walking Strategy (new 2012). *Incentives to promote public transport and restrict the use of private cars.

Level	Description
national ▼	National Action Plan on Physical Activity, incl. among others to promote walkable neighbourhoods. A new Crossectoral Public Health Strategy (in progress).

Target group

Level <input type="text" value="national"/>	Description
Target group <input type="text" value="communities"/>	A national grant to subsidize universal access related to public transport.

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?**

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?**

Please, specify:

See indicator 1.

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.**

*Car toll, but tax exemption for electric cars. Additionally, electric cars have free parking in cities and may use traficlanes reserved for public transport. *Transnova: Agency financed by the Ministry of transport and Communications to reduce greenhouse gas emission from the transport sector. *The Cities of the Future.

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

Specify

Action Plan against Noice 2007-2011 (being revised)

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**

*Integration of public health considerations in The Planning and Building Act, The Nature Diversity Act and the new Public Health Act from 2012. *National expectations regarding regional and local planning. *A new Crosssectoral Public Health strategy in progress. *The Cities of the Future. * The WHO Healthy Cities in Norway.

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:

*The Act of Discrimination and Accessibility - to promote equality and equal opportunities for all independent of functional ability and disability. *According to The Planning and Building Act, The Norwegian municipalities have specific responsibilities to secure active participation from groups that need specific arrangements to be able to participate in planning processes, including involving children and youth. *National Strategy for Prevention and Treatment of Diseases related to Asthma and Allergy 2008-2012. National Guidelines to strengthen children and youth in planning related to The Planning and Building Act.

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:

<http://www.ntp.dep.no/>

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 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: [*The Cities of the Future.](#) [*WHO Healthy Cities Norway.](#) [*The Norwegian Cycling City Network.](#)

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 style="width: 300px;" 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:

*The Norwegian National Transport Plan, incl. The National Cycling and Walking Strategy, *the annual State Budgets and several other documents like the *National Expectations regarding regional and local planning,

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:

*The Norwegian National Transport Plan. Incl. The National Cycling and Walking Strategy and other relevant strategies like the Action Plan on Physical Activity. The European Mobility Week.

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

Yes ▼

Please specify:

*Incentives to promote public transport and restrict the use of private cars. *Annual State Budgets. *Funding of several Projects. *The Cities of The Future. *Who Healthy Cities in Norway.

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 PEP has increased awareness about the connection between transport, health and the environment and the importance and possibilities of intersectoral collaboration. *The possibility to organize the work in Norway based on our own national challenges and needs. *Campaigns, e.g. "Walking-to-school"-campaigns.

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.**

*It is a long-term process nationally, regionally and locally to actually prioritize public transport, cycling and walking at the expense of cars in transport plans and annual budgets, even though the intentions to do so is there. *The funding of participation in the THE PEP as well as national capacity to work across sectors, participate in international workshops and seminars is challenging.

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

*Work more directly towards countries and not just towards all the countries as a group. *Influence international funding bodies to promote goals of THE PEP. *Continue the work on creating knowledge and exchange best practices through workshops, seminars etc.

