

## Questionnaire for reporting on progress made on the attainment of the Paris Goals

### **Background and purpose of this questionnaire:**

Following the Fourth High-level Meeting on Transport, Health and Environment (4HLM) in Paris on 14-16 April 2014, THE PEP is continuing to conduct its yearly surveying of Member States on the developments in achieving the goals of the Amsterdam Declaration from 2009 and the Paris Declaration since 2014. These replies were used for a regional overview on progress made at the 13th Session of the Steering Committee of THE PEP in November 2015.

The answers below were submitted by the listed THE PEP focal point(s) to THE PEP secretariat in fall 2015 and are provided here in an unedited version.

**THE PEP**Transport, Health  
and Environment  
Pan-European Programme

UNECE

World Health  
Organization  
REGIONAL OFFICE FOR  
Europe

## Questionnaire for reporting on progress made on the attainment of the Paris Goals

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

Country	Norway	Date	29-Sep-15
Name of officer (national focal point) responsible for submitting the report	Ms. Vigdis Rønning		
Institution	Ministry of Health and Care Services		
Website	<a href="https://www.regjeringen.no/no/dep/hod/id421/">https://www.regjeringen.no/no/dep/hod/id421/</a>		
Names of the officers (national focal points) from the other two sectors that participated in the preparation of the report	1. Vibeke Ursin Smith 2. Marianne Dalgard		
Institutions	1. Ministry of Climate and Environment 2. Ministry of Transport and Communications		
Websites	1. <a href="http://government-no/kld">http://government-no/kld</a> 2. <a href="http://government-no/sd">http://government-no/sd</a>		

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 Directorate of Health, The Norwegian Roads Administration

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 and the Public Health Act, \*National expectations regarding local and regional planning, Governmental Guidelines regarding Housing, Land-use and Transport (revised 2014).

Referring to THE PEP Priority Goals of the Paris Declaration adopted by the Fourth High-level Meeting on Transport, Environment and Health in 2014, please describe briefly the most significant national-level (and/or local-level) progress achieved in attaining these goals.

If the actions described are carried out in cooperation with other Member States or with international or regional organizations (such as the European Union), please indicate this.

## Section B: Implementation of the Paris 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. \* White Paper Nr. 13 (2014-2015). A New Commitment on Emission for 2030 – a joint solution with EU (transport is one important priority area). Norway has no separate NTHEAP's, but considerations to health and environment is integrated in The Norwegian National Transport Plan 2014-2023 (NTP). Norway has a National Cycling Strategy and a National Walking Strategy. \* The Government presented an action plan for public transport in 2014.

Clean and efficient intermodal connections. *Please specify:*

\*The Norwegian National Transport Plan 2014-2013. \*City packages for transport, \*Urban Environment Agreements are being negotiated (the main purpose is that more people chose public transport, cycle and walk)\*The Groruddalen Project" (2007-2016), one of Norway's largest city developments projects. The project focuses on e.g. environmental friendly transport, physical activity, parks and place promotion in general. \*Road financing by road tolls.

Safety measures in road transport. *Please specify:*

\*The Norwegian National Transport Plan 2014-2023. \*The Zero Vision: The transport system shall not cause any loss of life or lifelong harm. \*A new White Paper in Road Safety is in progress. National Strategy to prevent harms on persons 2009-2014 is prolonged.

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

\*The Norwegian National Transport Plan 2014-2023. \*County administrations have the responsibilities to deliver Public transport in their regions. \*The National Cycling Strategy and the National Walking Strategy. The Government presented an action plan for public transport in 2014.\* The project "The City of Future" are continued within the project "Planning efforts in Big Cities".

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
<input type="text" value="national"/>	*The White Paper on Climate efforts in Norway (2011-2012), Parliamentary Agreement on The Climate. A goal of absorbing the growth in passenger transport in major urban areas through public transportation, bicycling and walking was adopted. White Paper Nr. 13 (2014-2015). A New Commitment on Emission for 2030 – a joint solution with EU (transport is one important priority area). * National Guidelines regarding compulsory Climate and Energy planning in the Municipalities.
Target group <input type="text" value="communities"/>	

Level	Description
<input type="text" value="national"/>	The Norwegian National Transport Plan 2014-2023. * Urban Environment Agreement for transport * City Agreements are being negotiated (the main purpose is that more people choose public transport, to cycle and walk). *National Cycling Strategy *National Walking Strategy. * The Government presented an action plan for public transport in 2014.
Target group <input type="text" value="communities"/>	

Level	Description
<input type="text" value="national"/>	

10000 101

Target group

communities

Public Health Report — Meld. St. 34 (2012–2013) Report to the Storting (White Paper). Good health – common responsibility. Public Health Report — Meld. St. 19 (2014-2015) Report to the Storting (White Paper). Mastering and Possibilities.

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

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.

Electric vehicles have tax-incentives as well as free parking, no road toll, free ferry and access to public transport lanes (except in rush hours). \*ENOVA, financed by Ministry of Petroleum and Energy; reducing greenhouse gas emission from the transport sector is one of the priority areas.

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

Yes

Specify

Action Plan against noise 2007-2015. New Action Plan in 2016.

### 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, and the Public Health Act. \*National expectations regarding regional and local planning. \* Public Health Report — Meld. St. 34 (2012–2013) Report to the Storting (White Paper). Good health – common responsibility. Public Health Report — Meld. St. 19 (2014-2015) Report to the Storting (White Paper). Mastering and Possibilities. \* 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 Norwegian National Transport Plan 2014-2023. One of the Government's goals is for the transport system to be universally designed. The Government will ensure that all travel chains are universally designed so that the transport system can be used by everyone. \*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 Guidelines to strengthen children and youth in planning related to The Planning and Building Act.

**Priority Goal 5: to integrate transport, health and environmental objectives into urban and spatial planning policies**

indicator 5.1 **In your country, at what administrative level(s) and in which sectors is spatial/urban planning regulated?**

	national	sub-national	local / municipal
Transport	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Energy	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Housing	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Environment / landscape	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Tourism	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Sport	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Other, specify:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

indicator 5.2 **Is spatial planning coordinated between the authorities indicated above in indicator 5.1?**

Yes ▼

indicator 5.3 **Describe any policies or legal measures that require integrated urban and spatial/urban planning in order to reduce the impact of transport on health, the environment and land use, increase energy efficiency and support green and healthy mobility and transport as well as sustainable livelihoods. Please also indicate at which administrative level they exist.**

The Planning and Building Act. \*National expectations regarding local and regional planning, Governmental Guidelines regarding Housing, Land-use and Transport (revised 2014). \* Governmental Guidelines regarding compulsory Climate and Energy planning in the Municipalities.

indicator 5.4 **Are there national capacity building initiatives on integrating transport, health and environmental objectives into urban and spatial planning policies?**

Yes ▼

**If YES, please indicate how they are done?**

- academic education  
 training for professionals  
 other, please specify:

The project "The City of Future" are continued within the project "Planning efforts in big cities".

**Overall main achievement since September 2014**

indicator 5.5 **Describe your country's most important development (only one) in achieving the Paris Declaration Goals that took place since September 2014. A selection of the submitted achievements will be considered for presentation at the next session of the Steering Committee.**

\*Governmental Guidelines regarding Housing, Land-use and Transport (revised 2014), \*City packages for transport, Urban Environment Agreements are being negotiated (the main purpose is that more people chose public transport, to cycle and walk).

## Section C: Implementation of THE PEP

### 6. THE PEP Implementation mechanisms (please see the Amsterdam Declaration para 6-8 and Paris Declaration para 9)

#### NATIONAL TRANSPORT, HEALTH AND ENVIRONMENT ACTION PLANS (NTHEAPs)

#### More information:

indicator 6.1 **Does your country have a NTHEAP or similar tool?** Yes

[Manual on developing NTHEAPs](#)

**Was THE PEP helpful in the development of your country's NTHEAP?** No

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

<https://www.regjeringen.no/contentassets/e6e7684b5d54473dadeeb7c599ff68b8/en-gb/pdfs/stm201220130026000engpdfs.pdf>

indicator 6.2 **What is the current status of your country's NTHEAP?** Adopted

indicator 6.3 **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:

indicator 6.4 **Has your country contributed to THE PEP relay race workshops?** Yes

[Workshop in Kaunas, 2014](#)  
[Workshop in Almaty, 2013](#)  
[Workshop in Moscow, 2012](#)  
[Workshop in Kyiv, 2011](#)  
[Workshop in Batumi, 2010](#)  
[Workshop in Skopje, 2010](#)  
[Workshop in Pruhonice, 2009](#)

If YES, how?

- technical contribution (in kind)  
 financial contribution

#### THE PEP PARTNERSHIP

#### More information:

indicator 6.5 **Does your country contribute to THE PEP Partnership?** Yes

[Terms of reference of THE PEP Partnership](#)

If YES, which ones and how does your country contribute?

- |   |  |
|---|--|
| <input type="checkbox"/> Partnership on jobs in green and healthy transport                       | <input type="text"/>                               |
| <input checked="" type="checkbox"/> Partnership on cycling promotion                              | technical expertise (in kind) <input type="text"/> |
| <input type="checkbox"/> Partnership on eco-driving   | <input type="text"/>                               |
| <input type="checkbox"/> Partnership on health economic assessment of walking and cycling         | <input type="text"/>                               |
| <input checked="" type="checkbox"/> Partnership on signs and signals for pedestrians and cyclists | technical expertise (in kind) <input type="text"/> |
| <input type="checkbox"/> Partnership on TRANSDANUBE and ACCESS2MOUNTAIN                           | <input type="text"/>                               |
| <input checked="" type="checkbox"/> Partnership on Paris Goal 5                                   | technical expertise (in kind) <input type="text"/> |

indicator 6.6 **Are there any formal networks/platforms of professionals who are involved in THE PEP issues in your country?**

Yes

Please specify:

\*Regional Planning Forums, \*The Project "Planning efforts in Big Cities", \*A forum related to the "Governmental Guidelines regarding Housing, Land-use and Transport".

indicator 6.7 **Are these networks/platforms supported by the government?**

Yes

If YES, please indicate how:

- direct funding  
 in kind  
 political

### 7. Policy, regulatory and operational frameworks that support the promotion of THE PEP

indicator 7.1 **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 checked="" type="checkbox"/> Education	
<input checked="" type="checkbox"/> Environment	<input checked="" type="checkbox"/> Spatial/urban planning	
<input checked="" type="checkbox"/> Health	<input checked="" type="checkbox"/> Agriculture	
<input checked="" type="checkbox"/> Finance	<input checked="" type="checkbox"/> Others, please specify:	<input type="text" value="Ministry of Transport and Communications"/>
<input checked="" type="checkbox"/> Academia		

indicator 7.2 **Is integration of the three sectors reflected in any other national policy document(s)?**

▼

Please list main documents:

\*The White Paper on Climate efforts in Norway (2011-2012), Parliamentary Agreement on The Climate. White Paper Nr. 13 (2014-2015). A New Commitment on Emission for 2030 – a joint solution with EU. \* Public Health Report — Meld. St. 34 (2012–2013) Report to the Storting (White Paper). Good health – common responsibility. \* Public Health Report — Meld. St. 19 (2014-2015) Report to the Storting (White Paper). Mastering and Possibilities.

indicator 7.3 **Is public awareness in relation to the integration of the three sectors addressed in relevant national document(s)?**

▼

Please list main documents:

See 7.2

indicator 7.4 **Are public budgets and/or economic incentives available specifically to support integration of the three sectors?**

▼

Please specify:

The State Budget

indicator 7.5 **Are there any national policies or legal measures that require public consultation and stakeholder involvement in decision making processes in the field of transport, health and environment?**

▼

indicator 7.6 **Does your country have a national action plan for the promotion of cycling?**

▼

## 8. Future of THE PEP

Indicator 8.1 **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.

Indicator 8.2 **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.**

\*We would welcome THE PEP to better integrated with International Transport Forum and their work. \*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 8.3 **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.