

Questionnaire for reporting on progress made since 2009 on the attainment of the Amsterdam Goals

In preparation for the Fourth High-level Meeting on Transport, Health and Environment (4HLM) in Paris on 14-16 April 2014, THE PEP was conducting its yearly surveying of Member States on the developments in achieving the goals of the Amsterdam Declaration from 2009. These replies were used to write an assessment report of progress made in Member States to be launched at the 4HLM. As such, this survey provided an opportunity for Member States to highlight and showcase their achievements in implementing THE PEP since 2009.

The answers below were submitted by the listed THE PEP focal point(s) to THE PEP secretariat in fall 2013 and are provided here in an unedited version.

Questionnaire for reporting on progress made since 2009 on the attainment of the Amsterdam Goals

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

Country	<input type="text" value="Slovenia"/>	Date	<input type="text" value="1/10/2014"/>
Name of officer (national focal point) responsible for submitting the report	<input type="text" value="Peter Otorepec"/>		
Institution	<input type="text" value="National Institute of Public Health"/>		
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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. Natasa Kovac"/> <input type="text" value="2."/>
Institutions	<input type="text" value="1. Slovenian Environment Agency"/> <input type="text" value="2."/>
E-mail addresses	<input type="text"/>
Websites	<input type="text" value="1. http://www.arso.gov.si"/> <input type="text" value="2. http://"/>

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:*

After two decades of intensive investments in motorways, Slovenia is planning to invest more into railways, few bigger projects on 5th TEN corridor are planned for the future years.

Clean and efficient intermodal connections. *Please specify:*

Main national intermodal passenger interchange in Ljubljana is waiting for better economic situation.

Safety measures in road transport. *Please specify:*

Safety is an important topic in infrastructural programmes on all levels - road network is facing constant safety improvements.

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

Bicycle path on regional level and in urban areas are expanding rapidly in the last decade. Many were co-financed with EU funds.

Eco-Tourism. *Please specify:*

See above about cycling paths which are becoming an important part of the 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
<input type="text" value="national"/>	National Guidelines on SUMP - prepared by national transport ministry in order to boost preparation of SUMPs in Slovenian municipalities
Target group <input type="text" value="communities"/>	

Level <input type="text" value="local/municipal"/>	Description SUMP in number of Slovenian municipalities provide a strategic framework for MM and modal shift
Target group <input type="text" value="communities"/>	

Level <input type="text" value="local/municipal"/>	Description Mandatory MM Plan for new developments (main traffic generators) above certain size in the land-use plan of Ljubljana
Target group <input type="text" value="business"/>	

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:

Integration of public transport system is an important and priority task of the responsible ministry in the last decade.

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.**

National subsidies and tax reductions for low emission vehicle.

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

Specify

Noise reduction mapping in main urban area was first step towards noise reduction strategies.

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**

Several campaigns all over the country, mainly as part of EU projects.

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:

All SUMP's put a special focus on these groups

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?** ▼

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?** 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?** 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?** No ▼

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?**

No ▼

Please specify: indicator 5.7 **Are these networks/platforms supported by the government?**

No ▼

If YES, please indicate how:

- direct funding
 in kind
 political

6. Policy, regulatory and operational frameworks that support the promotion of THE PEPindicator 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)?**

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)?**

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?**