

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	Switzerland	Date	9-Sep-13
Name of officer (national focal point) responsible for submitting the report	Matthias Rinderknecht (Transport sector)		
Institution	Federal Office of Transport, Policy Division, International Affairs		
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Names of the officers (national focal points) from the other two sectors that participated in the preparation of the report	Harald Jenk (ENV), Roy Salveter (Health)
Institutions	1. Federal Office of Environment 2. Federal Office of Public Health
E-mail addresses	
Websites	1. http:// 2. http://www.bag.admin.ch

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:*

Long term public transport infrastructure planning + financing: FABI (<http://www.bav.admin.ch/fabi/index.html?lang=de>)
Infrastructure Fund for Agglomeration Transport providing CHF 3.44 billion for agglomeration programmes including PT and Pedestrian/Bicycle Infrastructure (<http://www.are.admin.ch/themen/verkehr/00250/00460/index.html?lang=en>), **Aménagement des espaces non-construits dans les agglomérations** (<http://www.are.admin.ch/themen/agglomeration/04191/index.html?lang=fr>), **Projets-modèles pour un développement territorial durable** (<http://www.are.admin.ch/themen/raumplanung/modellvorhaben/index.html?lang=fr>), **actionsanté** (www.actionsante.ch), **Centre de services pour une mobilité innovatrice DETEC** (<http://www.are.admin.ch/dienstleistungen/00908/index.html?lang=fr>), **trafic de loisir** (<http://www.are.admin.ch/themen/verkehr/00250/00462/index.html?lang=fr>),

Clean and efficient intermodal connections. *Please specify:*

Project 4m Rail Corridor, CH-investments outside Switzerland , improving quality and capacity of rail freight transport on north-south axis: <http://www.bav.admin.ch/aktuell/00479/index.html?lang=de&msg-id=48937>, **trafic de loisir** (<http://www.are.admin.ch/themen/verkehr/00250/00462/index.html?lang=fr>), **Centre de services pour une mobilité innovatrice DETEC** (<http://www.are.admin.ch/dienstleistungen/00908/index.html?lang=fr>)

see also via sicura in 2012: <http://www.astra.admin.ch/themen/verkehrssicherheit/00236/index.html?lang=en>

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

Eco-Tourism. *Please specify:*

www.switzerlandmobility.ch, **Centre de services pour une mobilité innovatrice DETEC** (<http://www.are.admin.ch/dienstleistungen/00908/index.html?lang=fr>)

Priority Goal 2: to manage sustainable mobility and promote a more efficient transport system

indicator 2.1

Level	Description
<input type="text" value="national"/>	www.switzerlandmobility.ch , the network for non motorized traffic
<input type="text" value="leisure"/>	

Level <input type="text" value="national"/>	Description www.biketowork.ch A Programme inciting commuters to commute to work by bicycle
Target group <input type="text" value="business"/>	

Level <input type="text" value="national"/>	Description Centre de services pour une mobilité innovatrice DETEC (http://www.are.admin.ch/dienstleistungen/00908/index.html?lang=fr)
Target group <input type="text" value="communities"/>	

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:

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.**

Centre de services pour une mobilité innovatrice DETEC (<http://www.are.admin.ch/dienstleistungen/00908/index.html?lang=fr>), <http://www.suisseenergie.ch>

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

Specify

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 Federal roads office (Human powered mobility unit) is responsible for these tasks. (www.mobilite-douce.ch; www.langsamverkehr.ch)
 An english description of its activities in the cycling sector can be found here:
<http://www.astra.admin.ch/dokumentation/00109/00115/00717/index.html?lang=en>;
 Activities in pedestrian and hiking are similiar, but even more intense., Aménagement des espaces non-construits dans les agglomérations (<http://www.are.admin.ch/themen/agglomeration/04191/index.html?lang=fr>), Projets-modèles pour un développement territorial durable (<http://www.are.admin.ch/themen/raumplanung/modellvorhaben/index.html?lang=fr>), actionsanté (www.actionsante.ch), Centre de services pour une mobilité innovatrice DETEC (<http://www.are.admin.ch/dienstleistungen/00908/index.html?lang=fr>), trafic de loisir (<http://www.are.admin.ch/themen/verkehr/00250/00462/index.html?lang=fr>)

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:

Disability discrimination Act in public transport: the Disability Discrimination Act (DDA) stresses that new vehicles and new stops and stations, as well as those that are being upgraded for reasons including maintenance, network development and operational safety, must meet the needs of passengers with reduced mobility. In such cases, modifications for persons with reduced mobility can be carried out at a reasonable cost. Buildings, equipment and vehicles that cannot be adapted for disabled people easily and inexpensively, must be adapted as part of a special programme ("DDA implementation project") by the end of 2023 at the latest. <http://www.bav.admin.ch/mobile/01244/01258/index.html?lang=en> national regulations
 In 2014 a national standard will be published which will commit all public authorities to build roads and public spaces in an obstacle free way.(VSS Norm 640 075)

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? No

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

http://www.bag.admin.ch/themen/ernaehrung_bewegung/11660/11725/11727/index.html?lang=fr

indicator 5.2

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?**

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?**

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:

- 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:

ministry guidelines, Constitutional Act about sustainable development, santé20/20: approche multisectorielle pour promouvoir l'activité physique au quotidien (http://www.bag.admin.ch/themen/ernaehrung_bewegung/11660/11725/11727/index.html?lang=fr)

indicator 6.3 **Is public awareness in relation to the integration of the three sectors addressed in relevant national document(s)?**

▼

Please list main documents:

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

Yes ▼

Please specify:

Centre de services pour une mobilité innovatrice DETEC (<http://www.are.admin.ch/dienstleistungen/00908/index.html?lang=fr>): 500'000 CHF per year

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?**

More focus on human powered mobility