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

<table>
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<tr>
<th>Country</th>
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<tr>
<td>Date</td>
<td>30/09/2015</td>
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| Name of officer (national focal point) responsible for submitting the report | Katalina Valkova, Kamelia Konova |
| Institution                     | Ministry of Health |
| Website                        | http://www.mh.government.bg |

<table>
<thead>
<tr>
<th>Names of the officers (national focal points) from the other two sectors that participated in the preparation of the report</th>
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<tbody>
<tr>
<td>1. Boryana Koleva, Rusiana Todorova</td>
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<td>2. Hristo Stoev</td>
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<tr>
<th>Institutions</th>
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<tbody>
<tr>
<td>1. Ministry of Transport, Information Technology and Communications</td>
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<td>2. Ministry of Environment and Water</td>
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<th>Websites</th>
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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.

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### 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:**

**Clean and efficient intermodal connections. Please specify:**


**Safety measures in road transport. Please specify:**

Adopted National Strategy for Improving the Road Safety in Bulgaria for the period 2011 - 2020, which main objective is the reduction of number of road accidents until 2020. In 2014, regional health inspectorates in partnership with regional and municipal administrations, regional education inspectorates, regional directorates of the Ministry of Interior, regional media (print and electronic media), Bulgarian Youth Red Cross, Union of Bulgarian Motorists, managements of schools and kindergartens in the field, local associations and clubs has implemented a national campaign "Child safety - shared responsibility and care." Thereto included National Competition for children drawing, photography / photo collage on the theme: "Wins danger" and National Competition "In support of child safety." On the website of each RHI published the following materials: a program of the National Campaign; regulations of both competitions; application forms and application to children's competitions' Guide to Child Safety "and messages to mark the beginning of the campaign. Published were also developed materials that are relevant to the subject of the aforementioned national campaign, such as the electronic version of the leaflet "For you pedestrians" and "For you drivers" and developed videos with targeted road safety. The campaign was covered over 4700 children aged 5 to 18 years, as well as nurses, teachers and parents.

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


**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

<table>
<thead>
<tr>
<th>Level</th>
<th>Description</th>
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<tbody>
<tr>
<td>Target group</td>
<td>public sector</td>
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<tr>
<td>Operational Programme “Regions in Growth” 2014-2020, Priority Axis 1. Sustainable and integrated urban development, Specific objective 1. Development of ecological and sustainable urban transport systems <a href="http://www.bgregio.eu/en/op-regional-development/op-regional-development-priorities.aspx">http://www.bgregio.eu/en/op-regional-development/op-regional-development-priorities.aspx</a></td>
<td>Operational Programme “Regions in Growth 2014-2020”, and the analogic Operational Programme “Regional Development 2007-2013” for the previous programming period, are funding instruments which provide financial support (grants) for the development of sustainable urban transport systems. The Programmes are co-financed by the European Regional Development Fund, which is an European Union fund (80-85%), and the state budget (20-15%). The focus is mainly on more efficient and quick public transport which is less energy intensive, more accessible secondary infrastructure of public transport networks and introducing clean types of urban transport. The implementation of activities within Operational Programme “Regions in Growth 2014-2020” aim to promote multimodal sustainable urban mobility by creating opportunities for alternative forms of transport and their proper combination, including public transport, cycling, walking, connections with other modes of transport. The measures to improve the accessibility of the environment, incl. in vehicles will contribute to social inclusion of disadvantaged people. In this way, the intended investments will contribute to the overall improvement of the quality of live in cities and will promote people’s mobility as a factor for sustainable and inclusive growth. Eligible beneficiaries are urban authorities (municipalities) of large and medium cities, bodies implementing financial instruments, municipal companies for public transport.</td>
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<th>Level</th>
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<td>national</td>
<td>Programme for the Development of Cycling on the Territory of Sofia Municipality 2012 - 2015 <a href="http://velobg.org/docs/Veloprograma_2012-2015.pdf">http://velobg.org/docs/Veloprograma_2012-2015.pdf</a>; Operational Programme “Transport and Transport Infrastructure 2014-2020” and the analogic Operational Programme “Transport 2007-2013” for the previous programming period, are funding instruments which provide financial support for modal shift in urban transport. The Programmes are co-financed by the Cohesion Fund, which is an European Union fund (80-85%), and the state budget (20-15%). Under Operational Programme “Transport 2007-2013” was funded the extension of the network of the Sofia (the capital of Bulgaria) metro, which provides an intermodal link between the national railway network, the aviation passenger system (Sofia Airport), as well as connections with the tramway and bus network. Operational Programme “Transport and Transport Infrastructure 2014-2020” will fund the extension of Sofia Metro and establishment of new intermodal connections for passengers in the public transport system of Sofia. The implementation of the projects for extension of the metro in Sofia shall offer fast, secure and comfort public transport services. The subsequent extension of the metro will make possible for the system of public urban transport in the capital to respond to the growing demand of transport services (particularly from the peripheral zones of Sofia to the city center). The project “Construction of the third metro diameter of Sofia metro” will ensure the further extension of the metro and will make possible the system of public transport in the capital to meet the growing demand for transport services, increasing the efficiency of the use of transport and transport infrastructure. The perspective load of the metro line with passengers will exceed 160 thousand trips per day and the share of the metro in the public transport system of the city will become prevalent with the additional effect of traffic decrease.</td>
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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:
Implementation of projects for integrated public transport under Operational Programme “Regional Development” 2007 – 2013. During 2014 – 2020 programming period the planned investments under the Operational Programme “Regions in Growth” will contribute to the overall improvement of the quality of life in cities and will encourage sustainable mobility.

Operational Programme “Regions in Growth 2014-2020” provides funding for:
• Development of traffic management plans and establishment of Intelligent Transport Systems (ITS), including automated traffic management and control systems, vehicle detection and localization systems and ensuring an advantage for the vehicles of the urban public transport, systems for information to passengers in real time, automated ticketing systems, communication sub-systems, video surveillance systems to be used by the urban mobility centres, etc.
• Improvement of the accessibility of the stations of urban public transport and the infrastructure leading to them (underpasses and overpasses), such as platforms and elevators for people with disabilities, removing the orientation and information barriers, light and audio announcements on stops, clear visualization of the lines and timetables, readable and appropriate information for people with impaired vision and for the blind, etc.
• Renovation of the transport infrastructure, such as the socket and catenary cable network, improving stations and stops, depots, repair and maintenance facilities and equipment.
• Development of infrastructure and route network with new destinations to remote residential areas.
• Provision of noise-reduction systems, such as construction of tram tracks with anti-vibration and anti-noise elements.
• Improving the connections between integrated urban transport, intercity bus, rail, air, inland waterways and marine transport, as part of realisation of intermodal transportations – renovation of municipal bus stations and relevant areas in front of the stations owned by municipalities, stops for the public transport, ensuring easy transfer to the subsequent type of transport and logical connections between the elements of infrastructure, etc.

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.
Euro V and Euro VI: 60%. Bulgaria also uses a road vignette system, where cars must pay an annual fee to use public transport. Product fees (under a producer responsibility scheme) are also paid by producers/importers of vehicles. These can be avoided by producers arranging collection and recycling of a specific percentage of the waste associated with their products; most legal amendments are undertaken, which provide that in order to stimulate the use of new motor vehicles product fee for them will be reduced by five percent. For motor vehicles aged up to five years the amount of the product fee will be reduced by three percent, and for older vehicles - it will be increased by three percent.

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

Yes ▼ Specify: In the field of railway transport - Programme for Restricting the Noise Levels on the

Priority Goal 4: to promote policies and actions conducive to healthy and safe modes of transport

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.

• Construction/renovation/renovation of street networks and transport infrastructure together with the adjoining structures (bridges, tunnels, overpasses, underpasses, etc., as elements of the technical infrastructure) regarding the development of an integrated public transport system.
• Construction/renovation/renovation of pedestrian streets, sidewalks and pedestrian areas, cycling tracks and lanes, bicycle parking lots, underpasses, overpasses, transport infrastructure, including related activities such as installation of road signs, information boards, street marking etc., as part of the integrated urban transport system.
• Construction/renovation/renovation of parking spaces and other measures related to parking arrangements in proximity to public urban transport nodes outside the city centre.

Do transport policies and actions in your country focus on vulnerable groups such as children and persons with reduced mobility?

Yes ▼ Specify: Adopted Strategy for Provision of Equal Opportunities for Disabled People 2008 - 2015 by the Ministry of Labour and Social Policy. In the field of transport the following measures are applied: railway stations equipped with ramps, information centers, dispatchering and medical cares for disabled people; special railway wagons with places, reserved for disabled people; in many cities of the country are reserved parking spaces for disabled people; the main Bulgarian airports are adapted for disabled people; public transport fleet is also partially adapted for people with reduced mobility; administrative buildings and hospitals are adapted to people with reduced mobility. As mentioned above: improvement of the accessibility of the stations of urban public transport and the infrastructure leading to them (underpasses and overpasses), such as platforms and elevators for people with disabilities; construction/renovation/renovation of pedestrian streets, sidewalks and pedestrian areas, cycling tracks and lanes, bicycle parking lots.
### 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?

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<tr>
<th>Sector</th>
<th>National</th>
<th>Sub-national</th>
<th>Local / Municipal</th>
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<td>Transport</td>
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<td>Sport</td>
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<td>Other, specify:</td>
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**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.

Spacial Development Act [http://www.mrrb.government.bg/?controller=articles&id=389](http://www.mrrb.government.bg/?controller=articles&id=389); National Conception for Spacial Development [http://www.mrrb.government.bg/docs/d747ca682ac1a70380428fd1dc664fb3.pdf](http://www.mrrb.government.bg/docs/d747ca682ac1a70380428fd1dc664fb3.pdf); Spatial Development Act stipulates that the transport physical infrastructure shall ensure the best possible conditions for convenient, safe and cost-efficient carriage of passengers and goods, and for accessibility to persons with disabilities, with due consideration for environmental protection. Motorways, express roads and first-class and second-class roads of the national road network may not be designed and constructed to pass through nucleated-settlement areas save as an exception where the following conditions shall simultaneously be fulfilled: exceedingly heavy ground and other specific conditions; proven feasibility; compatibility with the spatial-development plans of the nucleated settlement concerned; favourable environmental impact assessment decision. Where roads of the national road network are designed and constructed to pass through nucleated settlement areas, the said roads shall be dimensioned as elements of the primary street network, observing the requirements for protection of the urban environment against harmful impacts.

**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
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.

Bulgaria’s most important development in achieving the Paris Declaration, Priority Goal 2 is the realization of the projects in the field of Intelligent Transport Systems (ITS). In April 2015 was extended Sofia underground network under the Operational Programme on Transport 2007-2013 (OPT). This project turned Sofia Airport into a multimodal transport hub, connecting railway, road and air transport. The project for the expansion of the underground – Lot 3 has a total value of 407 million levs and some 215 million of them have been provided under OPT 2007-2013. The project is divided into two Lots – Lot 1 that encompasses the line from Tsarigradsko Shose Blvd. to Sofia Airport, and Lot 2 that encompasses the expansion to the Business Park in Mladost 3 residential area. The grant amounts to 135 million levs and is provided under OPT 2007-2013 for the completion of Lot 1. In September 2015 the Bulgarian Government launched administrative and operational centre for vessel traffic monitoring under the project “River Information System in the Bulgarian Part of Danube” (BULRIS). Bulgaria is the first Danube country with an administrative and operational centre for vessel traffic monitoring.

The implementation of the River Information System is part of the activities under the “Establishment of River Information System in the Bulgarian part of the Danube – BULRIS” project. The total project cost is over 37 million levs and its co-financing is provided by the European Regional Development Fund under OPT 2007-2013 Priority Axis 4 “Improvement of the maritime and inland waterways.”

With the establishment of the river information system in the Bulgarian part of the Danube River some modern electronic navigation will be carried out, which is already common in maritime transport. In this way the communication between ships and the coast authorities serving shipping will no longer be carried via radio, telephony, visual surveillance and other traditional methods.

The established telecommunication infrastructure ensures full and continuous transmission of all data along the entire Bulgarian section with the BULRIS building in Ruse being the main hub. With its upgraded and advanced features under phase 2, the BULRIS project is successfully completed. It is also important to be noted the progress in Vessels Traffic Management Information System (VTMIS) project. The VTMIS project is approved by Decision № OPT-24 from 17.05.2012 MA of the OPT 2007-2013.

In August 2015, the Bulgarian Government opened coastal towers for traffic management in Varna and Burgas cities. With this Bulgaria’s entire water area is monitored by the most modern information system. Varna Coastal Centre will monitor and direct the ship traffic north of Cape Emine and maintain a constant exchange of information with Burgas Coastal Centre. The deployment of a monitoring system will achieve better control of the condition and traffic of ships in order to avoid accidents, collision, grounding and pollution. It will facilitate communication between the various departments and will allow rescue teams to receive information and to react immediately when a vessel is in distress. The construction of coastal centres for shipping information services in Varna and Burgas is financed by the OPT 2007-2013 under the project “Vessel Traffic Management Information System (VTMIS) - Lot 3”. The value of the whole project is almost 40 million levs and the construction of two coastal centres is at about 4 million levs.

Approval and starting in 2015 the Operational Programme “Regions in Growth 2014-2020” which provide financial support (grants) for the development of sustainable urban transport systems. Please, see above for more information.
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)

| indicator 6.1 | 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.mh.government.bg/Articles.aspx?lang=bg-BG&pageid=427&categoryid=1118 |

indicator 6.2 What is the current status of your country’s NTHEAP? ▼

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)

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

If YES, how?
- □ technical contribution (in kind)
- □ financial contribution

indicator 6.5 Does your country contribute to THE PEP Partnership? ▼

If YES, which ones and how does your country contribute?
- □ Partnership on jobs in green and healthy transport
- □ Partnership on cycling promotion
- □ Partnership on eco-driving
- □ Partnership on health economic assessment of walking and cycling
- □ Partnership on signs and signals for pedestrians and cyclists
- □ Partnership on TRANS DANUBE and ACCESS 2 MOUNTAIN
- □ Partnership on Paris Goal 5

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

Please specify: ▼

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

If YES, please indicate how:
- □ direct funding
- □ in kind
- □ technical contribution
- □ financial contribution
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?

Represented sectors:

- Transport
- Environment
- Health
- Finance
- Academia
- Education
- Spatial/urban planning
- Agriculture
- Others, please specify: 

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

Please list main documents: 

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: 

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

Please specify: 

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?

Yes

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.


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.
| Indicator 8.3 | How could THE PEP better support national efforts to integrate transport, environment and health policies and achieve sustainable transport? |