

## 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  
OrganizationREGIONAL OFFICE FOR  
Europe

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

Country	Bulgaria	Date	30/09/2015
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		
Names of the officers (national focal points) from the other two sectors that participated in the preparation of the report	1. Boryana Koleva, Rusiana Todorova 2. Hristo Stoev		
Institutions	1. Ministry of Transport, Information Technology and Communications 2. Ministry of Environment and Water		
Websites	1. https://www.mtitc.government.bg/index.php 2. http://http://www.moew.government.bg/?&lang=en		

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.

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 Operational Programme Transport and Transport Infrastructure 2014 - 2020 was adopted by the European Commission with Decision № C (2014) 10232/19 December 2014. The Program is focused on the Trans-European Transport Network (TEN-T) development in terms of railway and road infrastructure and aims building of safer and more resistant transport in Bulgaria. <http://www.optransport.bg/en/page.php?c=283> <http://www.eufunds.bg/en/page/12>

Clean and efficient intermodal connections. *Please specify:*

Elaborated draft of Strategy for development of rail transport and Plan for recovery and development of BDZ for the period 2015-2022. Development and implementation of this medium-term strategic document will contribute to the financial stabilization of the companies in the sector as well as to promote rail transport as a preferred transport for the population, being convenient and environmentally friendly.

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:*

The promotion of eco-friendly transport is a key issue, mentioned in the following documents: Operational Programme on Transport 2007 – 2013, Operational Programme Transport and Transport Infrastructure 2014 - 2020, Strategy for Integration of the Bulgarian Railway Infrastructure into the European Intermodal Transport Network, Strategy for the Development of the Transport System of the Republic of Bulgaria until 2020.

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
<input type="text" value="national"/>	<p>The Operational Programme "Regional Development" 2007-2013, Priority Axis 1: Sustainable and Integrated Urban Development, Operation 1.4 Sustainable Urban Transport Systems supports the development of sustainable urban transport systems in the major urban agglomeration centres - the capital Sofia and the 6 largest cities Plovdiv, Varna, Burgas, Ruse, Stara Zagora and Pleven <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></p> <p>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 <a href="file:///D:/RTodorova/My%20Documents/Downloads/_OPRG_2014-2020_2014BG16RFOP001_1_3.pdf">file:///D:/RTodorova/My%20Documents/Downloads/_OPRG_2014-2020_2014BG16RFOP001_1_3.pdf</a>;</p> <p>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 life 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.</p>
Target group <input type="text" value="public sector"/>	

Level	Description
<input type="text" value="national"/>	<p>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>;</p> <p>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.</p>
Target group <input type="text" value="public sector"/>	

Level	Description
<input type="text" value="local/municipal"/>	<p>Programme for Development of Public Transport for Sofia Municipality 2012 - 2015 <a href="http://www.google.bg/url?sa=t&amp;rct=j&amp;q=&amp;esrc=s&amp;source=web&amp;cd=1&amp;sqi=2&amp;ved=0CB4QFjAA&amp;url=http%3A%2F%2Fsofia.bg%2Fpressecentre%2Ftransport%2Ftransport_programa.doc&amp;ei=8vRQVM2OFoSfygPYqYDgAw&amp;usg=AFQjCNEiUoN9VY5NppcRglnKA79k7AOS SA&amp;bvm=bv.78597519,d.bGQ">http://www.google.bg/url?sa=t&amp;rct=j&amp;q=&amp;esrc=s&amp;source=web&amp;cd=1&amp;sqi=2&amp;ved=0CB4QFjAA&amp;url=http%3A%2F%2Fsofia.bg%2Fpressecentre%2Ftransport%2Ftransport_programa.doc&amp;ei=8vRQVM2OFoSfygPYqYDgAw&amp;usg=AFQjCNEiUoN9VY5NppcRglnKA79k7AOS SA&amp;bvm=bv.78597519,d.bGQ</a></p>
Target group <input type="text" value="public sector"/>	

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.**

Adopted National Action Plan for Promoting Production and Uptake of Eco-friendly Vehicles, Including Electromobility in Bulgaria 2012 - 2014 [http://www.mi.government.bg/files/useruploads/files/vop/national\\_plan\\_el.mobiles.pdf](http://www.mi.government.bg/files/useruploads/files/vop/national_plan_el.mobiles.pdf); Operational Programme "Regions in Growth 2014-2020" provides funding for development and improvement of urban public transport systems, incl. purchase of new rolling stock for urban transport, that is compliant with the European legislation on harmful emissions from engines and measures to increase the use of renewable/alternative energy sources in urban transport. Operational Programme "Environment 2014-2020" (co-funded by the European Union funds - Cohesion Fund and European Regional Development Fund, and the state budget) will also contribute for development of sustainable public transport by providing support for measures to reduce air pollution by public transport, including reduce the use of conventional fuels in public transportation, replacement of exhaust devices (retrofitting) of vehicles of public transport. Operational Programme "Environment 2007-2013" already provided support for purchasing of environment friendly vehicles for the public transport of 5 big cities in Bulgaria – 20 trams, 10 metro trains, 126 buses and 100 trolleys. Other measure is the differentiated circulation (road) tax. All vehicles, aircraft and ships pay an annual circulation tax to the relevant local Municipality. As of 1 January 2013, electric vehicles are exempt from this tax. For vehicles with engine power up to 74 kW, the following rate reductions apply: vehicles fitted with catalytic converters which do not conform to Euro III, Euro IV, Euro V and Euro VI emissions standards: 20%–40%; vehicles conforming to emissions standards Euro III and Euro IV: 50%; vehicles conforming to emissions standards Euro V and Euro VI: 60%. Bulgaria also uses a road vignette system, where cars must pay an annual fee to use public highways. The rate depends on the type of the vehicle (with heavy goods vehicles paying a much higher rate than passenger vehicles), the validity period of the vignette and, for some vehicles, the emissions class. From 1 January 2014, annual vignette fees range from EUR 34 for passenger vehicles to EUR 665 for heavy goods vehicles with emissions classes Euro 0, Euro I or Euro II. The fees are lower for heavy goods vehicles with emission classes Euro III, IV, V, EEV - EUR 511. Environmental 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 producers and importers are members of a producer responsibility scheme and thus pay a licence. 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.

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

Yes

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**

Adopted Programme for the Development of Cycling on the Territory of Sofia Municipality 2012 - 2015 [http://velobg.org/docs/Veloprograma\\_2012-2015.pdf](http://velobg.org/docs/Veloprograma_2012-2015.pdf) Adopted Plan for development of cycling on the territory of Sofia Municipality 2012-2017 [https://www.sofiatraffic.bg/media/uploads/sofia\\_bike\\_plan\\_2012-2017-2012.10.01-with\\_text\\_draft.pdf](https://www.sofiatraffic.bg/media/uploads/sofia_bike_plan_2012-2017-2012.10.01-with_text_draft.pdf); Operational Programme "Regions in Growth 2014-2020" provides funding for:

- Construction/renovation/reconstruction 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/reconstruction/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/reconstruction/renovation of parking spaces and other measures related to parking arrangements in proximity to public urban transport nodes outside the city centre.

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:

### 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Housing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Environment / landscape	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Tourism	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sport	<input type="checkbox"/>	<input type="checkbox"/>	<input 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.**

Spacial Development Act <http://www.mrrb.government.bg/?controller=articles&id=389>; National Conception for Spacial Development <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

other, please specify:

Bulgaria participate actively in the campaigns of the European Union: EUROPEAN MOBILITY WEEK (EMW) and DO THE RIGHT MIX which are now merged into a wider European sustainable urban mobility campaign. EMW is an annual campaign on sustainable urban mobility, supported by the European Commission. The aim of the campaign, which runs from 16-22 September every year, is to encourage European local authorities to introduce and promote sustainable transport measures and to invite people to try out alternatives to car use. Local authorities are encouraged to organise awareness-raising activities around given topics and a theme, as well as to launch permanent measures that will improve the sustainable transport situation in their city. EMW also offers a good opportunity for local stakeholders to get together and discuss the different aspects of mobility and air quality, find innovative solutions for reducing car use and emissions, and test new technologies or planning measures. Bulgaria is one of the four target countries for support by the European Commission under the campaign for 2015 and, thank to this, has the opportunity to use the services of a local communication agency, hired by the Commission, which carry out activities and events in the country. The Ministry of Environment and Water (MoEW) of Bulgaria, which is the national coordinating authority, works in close cooperation with the agency, in order to facilitate the implementation of the campaign. Relevant information and main participation resources (handbooks, guidelines and the Charter) are translated, published on the website of the MoEW and circulated to the local authorities, to help them to register and attend to the campaign. Furthermore, within EMW the regional structures of the Ministry organize joint initiatives in collaboration with the local authorities - bicycle parades, happenings, competitions, etc.

### 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)

#### 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?** Yes

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

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

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?**

[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?**

[Terms of reference of 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 TRANSDANUBE and ACCESS2MOUNTAIN
- 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
- political

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?**

 ▼

Represented sectors:

- |                                      |   |
|--------------------------------------|---|
| <input type="checkbox"/> Transport   | <input type="checkbox"/> Education                                    |
| <input type="checkbox"/> Environment | <input type="checkbox"/> Spatial/urban planning                       |
| <input type="checkbox"/> Health      | <input type="checkbox"/> Agriculture                                  |
| <input type="checkbox"/> Finance     | <input type="checkbox"/> Others, please specify: <input type="text"/> |
| <input type="checkbox"/> Academia    |   |

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?**

 ▼

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.**

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Indicator 8.3

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