

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

Following the Fourth High-level Meeting on Transport, Health and Environment (4HLM) in Paris on 14-16 April 2014, THE PEP continued to conduct its yearly surveying of Member States on the developments in achieving the goals of the Paris Declaration since 2014. These replies were used for a regional overview on progress made at the 12th Session of the Steering Committee of THE PEP in November 2014.

The answers below were submitted by the listed THE PEP focal point(s) to THE PEP secretariat in fall 2014 and are provided here in an unedited version.



## 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  Date

Name of officer (national focal point) responsible for submitting the report

Institution

Postal address

Telephone  Fax

E-mail address

Website

Names of the officers (national focal points) from the other two sectors that participated in the preparation of the report

Institutions

E-mail addresses

Websites

**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.**

Please continue with Section B.

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:*

\* **National Strategy for Sustainable Development of the Republic of Croatia** (Official Gazette 30/2009)

Chapter 7. (Connecting Croatia); Measure 6. - Increase investments in the development of the railway infrastructure by ensuring the competitiveness of Croatian Railways with other types of transport, develop and build suburban railway infrastructure and increase efficiency and reliability of railway transport.

\* **Transport Development Strategy of the Republic of Croatia**

The new Transport Development Strategy of the Republic of Croatia, defining the development of Croatia's transport system for 2014 - 2030 period, has been adopted by the Government of the Republic of Croatia on 30 October 2014. One of the main goals of the Strategy is to ensure the interoperability of the system, and it contains measures aimed at achieving that goal at state, regional and urban level.

\* **The 3rd National Energy Efficiency Action Plan for the period from 2014 to 2016**

The Action Plan contains 9 measures aimed at achieving energy efficiency in transport sector. Some of the measures are, for instance, aimed at intermodal cargo transport, promotion of integrated urban transport, financial support for energy efficient vehicles (purchase of hybrid and electric vehicles and remodeling/purchase of vehicles with CNG drive), development of alternative fuels infrastructure and intelligent transport management.

\* **Railway system Safety and Interoperability Act** (Official Gazette 82/2013)

The Act, *inter alia*, specifies requirements for the safe management and operation of railway traffic. Railway system, subsystems and their components, including the interfaces must fulfil the following basic requirements: security, reliability and availability, health, environmental protection, technical compatibility, accessibility.

Clean and efficient intermodal connections. *Please specify:*

\* **Transport Development Strategy of the Republic of Croatia**

The new Transport Development Strategy of the Republic of Croatia, defining the development of Croatia's transport system for 2014 - 2030 period, has been adopted by the Government of the Republic of Croatia on 30 October 2014. One of the main goals of the Strategy is to ensure the interoperability of the system, and it contains measures aimed at achieving that goal at state, regional and urban level.

\* **The 3rd National Energy Efficiency Action Plan for the period from 2014 to 2016**

The Action Plan contains 9 measures aimed at achieving Energy Efficiency in transport sector. There is a measure concerning intermodal cargo transport (measure T2) and a measure aimed at promotion of integrated urban transport (measure T4).

Safety measures in road transport. *Please specify:*

\* **National Road Safety Programme 2011-2020** sets out the package of projects and policies in order to reduce deaths and injuries on roads.

\* **Transport Development Strategy of the Republic of Croatia**

One of the goals of the Strategy is the improvement of road safety. The Strategy also contains a number of measures aimed at achieving that goal.

\* **The 3rd National Energy Efficiency Action Plan for the period from 2014 to 2016**

The Action Plan contains 9 measures aimed at achieving Energy Efficiency in transport sector. Two of the measures are directly related to road safety (measure T1 and T5).

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

\* **National Strategy for Sustainable Development of the Republic of Croatia** (Official Gazette 30/2009)

Chapter 7. (Connecting Croatia); Measure 6. - Increase investments in the development of the railway infrastructure by ensuring the competitiveness of Croatian Railways with other types of transport, develop and build suburban railway infrastructure and increase efficiency and reliability of railway transport. Measure 7. - Increase investments in the modernisation and development of the port infrastructure and standards for maritime safety and protection against pollution.

Measure 8. - Continue to develop the network of county and local roads. Measure 10. - Increase safety and investments in the infrastructure to promote walking and bicycle use.

\* **Transport Development Strategy of the Republic of Croatia**

One of the goals of the Strategy is enhancing the modal share of public transport and alternative forms of transport, such as cycling and walking. The strategy contains a number of measures aimed at achieving that goal.

Eco-Tourism. *Please specify:*

**\* Croatian Tourism Development Strategy until 2020** (Official Gazette 55/2013)  
 One of the priority areas is cyclotourism - drafting the Cyclotourism development Programme with purpose to define establishment of an integrated system of bicycle trails throughout the Croatian territory with a focus on a major tourist areas and connecting of urban areas with their surroundings. Planned measures are:  
 - stimulating faster development of major and capillary of cycle routes networks in all parts of Croatia, particularly by enabling low traffic local roads, country roads, river embankments and abandoned railways;  
 - stimulating building and adequately equipping of a large number of new cycling paths, bike thematic parks / areas in all parts of the country, particularly in major tourist areas, areas around large cities and in areas where bicycle traffic is conducted on roads with high intensity car traffic;  
 - appropriate marking of trans-European bike routes in parts where passing through the Croatian territory and arranging tracks in a way that enables the movement of cyclotourists without compromising their safety or without significantly disrupting motor traffic.

**\* National Strategy for Sustainable Development of the Republic of Croatia** (Official Gazette 30/2009) Chapter 3 (Sustainable Production and Consumption); Measure 6. - Encourage the development of ecological food production and ensure sufficient quantities of high-quality food, attract tourists, develop ecotourism and agro-tourism, ensure exports of recognisable national products; Measure 17. - Develop tourism in accordance with construction criteria, spatial plans and accommodation capacity and efficient adjustment to restrictions and opportunities offered by protected areas, with the aim to preserve biodiversity, natural and cultural heritage is the basic starting point for the sustainable development of tourism.

\* Also, in the framework of the national **Environmental Label award scheme** "Environmentally friendly", the Ministry of Environmental and Nature Protection has developed criteria for awarding providers of accommodation in hotels and campsites that have fulfilled all requirements. The Environmental Label has been awarded for tourist services in Croatia since April 2011.

**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
national <input type="text"/>	<p><b>* National Strategy for Sustainable Development of the Republic of Croatia</b> (Official Gazette 30/2009); Chapter 7. (Connecting Croatia); Activities or Measures to Achieve the Overall Objective with Specific Objectives; -</p> <ol style="list-style-type: none"> <li>1. Promote the use of cleaner fuels and technologies and transfer to those forms of transport that use energy efficiently.</li> <li>2. Redirect transport from roads to more environmentally acceptable systems - sea, inland waterways, railway and short sea shipping.</li> <li>3. Enhance collective transport and the selection of transport options by raising the quality of public transport as well as of bicycle and pedestrian zones.</li> <li>4. Limit access to vehicles (pedestrian zones, limited parking zones, etc.).</li> <li>5. Encourage energy efficient use of private vehicles (fuel efficiency, energy efficient driving, etc.)</li> <li>6. Increase investments in the development of the railway infrastructure by ensuring the competitiveness of Croatian Railways with other types of transport, develop and build suburban railway infrastructure and increase efficiency and reliability of railway transport.</li> <li>9. Use telecommunications to reduce physical transport (telecommuting, internet business, performance of public administration-related activities, telemedicine, etc.).</li> <li>10. Increase safety and investments in the infrastructure to promote walking and bicycle use.</li> <li>11. Plan cities in a way to reduce the need for physical transport of persons and goods (grouping of public administration offices, etc.).</li> </ol>
Target group <input type="text"/>	

Level <input type="text" value="national"/>	Description <b>* Transport Development Strategy of the Republic of Croatia</b> One of the goals of the new Transport Development Strategy of the Republic of Croatia for 2014 - 2030 period, is enhancing the modal share of public transport and alternative forms of transport, such as cycling and walking. The strategy contains a number of measures aimed at achieving that goal.
Target group <input type="text"/>	

Level <input type="text"/>	Description <div style="border: 1px solid black; height: 100px;"></div>
Target group <input type="text"/>	

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:

The promotion of high-quality integrated public-transport is one of the goals of the new Transport Development Strategy of the Republic of Croatia. The Government's 3rd National Energy Efficiency Action Plan for the period from 2014 to 2016 also contains two measures related to achievement of that goal (measures T4. Promoting integrated transport and T8. Intelligent Transport Management).

**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.**

\* **Framework for preparation of Croatia's Low-emission development strategy (LEDS)** was presented in May 2013. One of the main tasks of LEDS will be to ensure active action for environmental protection, providing sustainable long-term planning framework for all sectors and sustainable use of natural resources in all sectors. Final list of identified priority measures for transport sector include: Incentives to switch to low-carbon vehicles; Transport and infrastructure for bicycles; More efficient public transport; Better planning and organization of transport in cities; Shift from road transport to rail transport; Increase energy efficiency in transport (aggregate measure).

\* **National Strategy for Sustainable Development of the Republic of Croatia** (Official Gazette Nr. 30/2009), Chapter 7. (Connecting Croatia); List of Activities or Measures to Achieve the Overall Objective with Specific Objectives; Activity 1. - Promote the use of cleaner fuels and technologies and transfer to those forms of transport that use energy efficiently. Activity 2. - Redirect transport from roads to more environmentally acceptable systems - sea, inland waterways, railway and short sea shipping

\* Annual **Guide on fuel economy and and CO2 emissions of new passenger cars** - contains: a listing of all new passenger car models available for purchase on the market of the Republic of Croatia in the current year with the fuel type and numerical value of the official fuel consumption; advises the drivers that correct use and regular maintenance of the vehicle and driving behaviour (such as avoiding aggressive driving, travelling at lower speeds, anticipation braking, correctly inflating tyres, reducing periods of idling, not carrying excessive weight) improve the fuel consumption and reduce the CO2 emissions of their passenger car; an explanation of the effects of greenhouse gas emissions, potential climate change and the relevance of motor cars as well as a reference to the different fuel options available to the consumer and their environmental implications based on the latest scientific evidence and legislative requirements;

\* Investments to promote a cleaner transport - Ministry of Environment and Nature Protection, and Environmental Protection and Energy Efficiency Fund announced a **public call to companies and craftsmen for co-financing purchase of new environmentally friendly vehicles** (electric and hybrid) in category M1 and N1, and **public call to citizens for co-financing purchase of new environmentally friendly vehicles** (electric and hybrid) in category M1 and N1

\* Program of gradual reduction of emissions of certain pollutants in the Republic of Croatia with emission projections to 2020, 2025 and 2030 with a view to 2050 is in process of development

\* Regulation on unit charges, corrective coefficients and detailed criteria and benchmarks for determination of the special environmental charge for motor vehicles (enters to force on 1 January 2015)

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

Yes

Specify

\* Environmental Noise Directive (2002/49/EC) is fully transposed in **Noise Protection Act (OG 30/2009, 55/2013, 153/2013)** and **Ordinance on the method of preparation and content of noise maps and action plans and on the method of calculating limit values of noise indicators (OG 75/09)**. According to the Noise Protection Act, cities with more than 100 000 inhabitants shall draw up strategic noise maps and action plans. The obligation to draw up strategic noise maps and action plans also applies to owners or concession holders of industrial areas, major roads with more than 3.000.000 vehicles per year, major railways with more than 30.000 train passages per year and major airports with more than 50.000 movements per year. Measures mentioned in Noise Protection Act are set with the aim of avoiding, preventing or reducing the harmful effects of noise on human health caused by environmental noise.

**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**

\* **National Strategy for Sustainable Development of the Republic of Croatia** (Official Gazette Nr. 30/2009), Chapter 7. (Connecting Croatia); List of Activities or Measures to Achieve the Overall Objective with Specific Objectives; Measure 10 - Increase safety and investments in the infrastructure to promote walking and bicycle use.

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:

\* **National Road Safety Programme 2011-2020** sets out the package of projects and policies in order to reduce deaths and injuries on roads. Some of its objectives are:

- Drawing up specific solutions for the development and implementation of policies and the development of infrastructure to protect all road users, particularly those most vulnerable such as pedestrians, cyclists, motorcyclists and users of public transport, as well as children, the elderly and persons with reduced mobility;

- Begin to organize and implement safer and more sustainable transportation, including planning of land use and encouraging alternative forms of transportation;

- To harmonize regulations on road safety with the relevant resolutions and instruments as well as with United Nations road traffic safety manuals;

\* **Railway system Safety and Interoperability Act** (Official Gazette 82/2013)

Accessibility is one of the basic requirements to be fulfilled by the rail system, subsystems and interoperable components, including interfaces. Through the appropriate means it has to be ensured that persons with disabilities and persons with reduced mobility have equal rights to access as others. This includes the design, construction, renovation, modernization, maintenance and use of parts of the subsystem to which the public has an approach.

**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) is spatial/urban planning regulated?**

national

sub-national

local / municipal

Specify authorities:

Ministry of Construction and Physical Planning, Croatian Institute for Spatial Development, Physical Planning Institutes of Counties, Physical Planning Institute of a major city

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.**

Achieving the above objectives within the jurisdiction of the Ministry of Construction and Physical Planning is possible through the implementation of the provisions of the following new laws which came into force in early 2014: Physical Planning Act, Building Act and Building Inspection Act. New Spatial Development Strategy of the Republic of Croatia that is currently being prepared, will be the fundamental national document directing spatial development in Croatia. The Ministry of Construction and Physical Planning is responsible for the development of the Strategy.

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:



**Please continue with Section C.**

## 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?

[Manual on developing NTHEAPs](#)

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 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)

#### More information:

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

[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

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

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

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

Yes

Please list main documents:

National Strategy for Sustainable Development of the Republic of Croatia (Official Gazette No. 30/2009), Environmental Protection Act (OG No.110/07), Transport Development Strategy of the Republic of Croatia (adopted by the Government of the Republic of Croatia on 30 October 2014), the 3rd National Energy Efficiency Action Plan for the period from 2014 to 2016

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

Yes

Please list main documents:

National Strategy for Sustainable Development of the Republic of Croatia (Official Gazette No. 30/2009), Environmental Protection Act (OG No.110/07), Transport Development Strategy of the Republic of Croatia (adopted on 30 October 2014), the 3rd National Energy Efficiency Action Plan for the period from 2014 to 2016

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?**

No

## 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?**

**Please complete this questionnaire together with the other THE PEP focal points in your country and return it to THE PEP secretariat before 31 October 2014 by e-mail to [csc@euro.who.int](mailto:csc@euro.who.int)**

**Thank you!**