

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.



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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

Website

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

Institutions

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.

Financial constraints are a significant obstacle in implementation.

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, was 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, was 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.

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>* National Strategy for Sustainable Development of the Republic of Croatia (Official Gazette 30/2009); Chapter 7. (Connecting Croatia); Activities or Measures to Achieve the Overall Objective with Specific Objectives; - 1. Promote the use of cleaner fuels and technologies and transfer to those forms of transport that use energy efficiently. 2. Redirect transport from roads to more environmentally acceptable systems - sea, inland waterways, railway and short sea shipping. 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. 4. Limit access to vehicles (pedestrian zones, limited parking zones, etc.). 5. Encourage energy efficient use of private vehicles (fuel efficiency, energy efficient driving, etc.) 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. 9. Use telecommunications to reduce physical transport (telecommuting, internet business, performance of public administration-related activities, telemedicine, etc.). 10. Increase safety and investments in the infrastructure to promote walking and bicycle use. 11. Plan cities in a way to reduce the need for physical transport of persons and goods (grouping of public administration offices, etc.).</p>
<input type="text"/>	

Level	Description
<input type="text" value="national"/>	<p>* Transport Development Strategy of the Republic of Croatia 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.</p>
<input type="text"/>	

Level	Description
<input type="text"/>	
<input type="text"/>	

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?**

▼

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?**

Yes ▼

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.**

***Act on the promotion of clean and energy-efficient road transport vehicles** (Official Gazette No 127/13), promotes procurement of environmentally friendly vehicles through public procurement („green procurement“). The Act stipulates for the public sector to take into account the energy and environmental impact effects during the acquisition of new vehicles, and it includes everyone in the public procurement system, as well as carriers performing public passenger transport. When buying a vehicle for road transport, they are required to take into account energy consumption, carbon dioxide emissions and emissions of certain other pollutants and to give priority to more environmentally friendly vehicles

***Act on special tax on motor vehicles** (Official Gazette No 15/13 and 108/13) regulates payment of a special tax on motor vehicles intended for use on roads in the Republic of Croatia (excise duty). Special tax is determined on the basis of the sales price, i.e. market price of the motor vehicle, carbon dioxide emission (CO₂) expressed in grams per kilometre, engine capacity expressed in cubic centimetres and exhaust gas emission level.

***Ordinance on methodology for calculating operative costs** throughout a period of exploitation of road transport vehicle and the **Ordinance on standards used in procedures of public procurement of road transport vehicles** lay down that upon purchase of vehicles the contracting authorities shall consider energy effects and environmental effects throughout the period of exploitation of a vehicle with regard to energy consumption, CO₂ emissions, NO_x emissions, emissions of non-methane hydrocarbons and particles emissions.

* **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 No. 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

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

Yes

Specify

The central legal act transposing the Environmental Noise Directive (2002/49/EC) at national level is the Noise Protection Act (OG 30/09, 55/13, 153/13) 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. Development of Action Plans will lead to the application of standard technical measures at noise source and traffic and land-use planning. In Action Plans for Strategic Noise Maps will be included measures for mitigation and adaptation, e.g. noise barriers, low-noise road surface, speed limits.

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.

Pursuant to the Ordinance on the transport of children with disabilities and the Ordinance on the transportation of persons with disabilities, **the City of Zagreb** carries out the transport of such persons with special vans, which are free for users. There are 17 available vans, ten for the transport of persons with disabilities and seven for the transport of children with disabilities.

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

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 new laws which came into force in early 2014 and they are: Physical Planning Act, Building Act and Building Inspection Act, as well as through provisions of spatial plans of all levels- national, regional and local level. Spatial plans shall have the legal force and nature of subordinate regulations. Currently in the process of making is the Spatial Development Strategy of the Republic of Croatia which shall be the fundamental national document directing spatial development and the Ministry shall be 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:

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.

The most important achievement are investments in the promotion of cleaner transport by the Ministry of Environmental and Nature Protection and Environmental Protection and Energy Efficiency Fund which resulted so far in co-financing the purchase of 946 electric and hybrid vehicles for citizens and companies. Apart for these vehicles, projects are being co-financed for eco-driving lessons and other energy efficiency measures in transport which, among other things, include projects in public transport such as remodeling electric vehicles and driving with compressed gas, the introduction of the system of public bicycles, purchasing power bicycles and building filling stations for electric vehicles.

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 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

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?**

No ▼

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)?**

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?**

Yes ▼

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?