

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

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Institutions

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Websites

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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.

Decision-making structure is federal.

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:*

1. The promotion of inter-modal transport (Kombinierter Verkehr) and rail sidings (Gleisanschlussförderung) could provide important stimuli for the shifting of road transport to rail and in case of inter-modal transport also to inland waterway. That's why the Federal Government provides financial incentives in these fields. 2. Truck toll on motorways: incentives to use cleaner trucks and to shift to rail.

Clean and efficient intermodal connections. *Please specify:*

Every year the federal government supports the states (Länder) with 8 billion for their public transport. So the states are able to finance the public transport, they are responsible for. (responsible laws: regionalisation act and local authority traffic financing act)

Safety measures in road transport. *Please specify:*

Safety aspects are discussed - in the National Cycling Plan for example.

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

see 2.1

Eco-Tourism. *Please specify:*

see 2.1

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>Germany's National Cycling Plan (NCP) is the basis for cycling policy and supports "cycling as a system", which means building cycling infrastructure is not enough to increase the number of cyclists - communication and service measures are just as important to achieve this goal. Furthermore this means for transport or spatial planning all modes of transport are integrated. The previous NCP 2002-2012 brought an increase in cycling and a consolidation of awareness for cycling in the federal states and communities, lots of good-Practice Examples and projects were funded under the federal non-investment cycling support nrvp/massnahmen.phtmlThe new NCP 2020 is in force since the 1st January 2013 with basic guidelines to support cycling for years to come. The plan includes new topics for example e-mobility in cycling, capacity problems in the cities and thoughts are given to "starter", "climber" and "champion" radverkehrsplan.html?linkToOverview=js</p>
Target group <input type="text" value="communities"/>	

Level	Description
national	The Centre for service and competence for local climate protection at the German Institut for urban affairs http://kommunen.klimaschutz.de/portal.html ; The Climate protection initiative of federal ministry of environment is funding projects of sustainable mobility: http://kommunen.klimaschutz.de/foerderung.html . The following investments in infrastructure are funded: 1. Reorganisation of streets to improve accessibility for all different modes of transport and especially to promote walking in order to mitigate CO2 emissions. 2. Building of intermodal mobility stations to improve connection of walking, cycling, car-sharing and public transport to promote a sustainable mobility. 3. Instruments to improve cycling routes. For example: upgrading of existing cycling routes and high quality "bike-parking places" at hotspots of public transport.
Target group communities	

Level	Description
local/municipal	The low-emission zones in cities give incentives to use cleaner cars and to shift to public transport and to walking and cycling. http://www.berlin.de/sen/umwelt/luftqualitaet/de/luftreinhalteplan/download/touristeninfo_en.pdf
Target group communities	

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:

1.) According to the Federal Building Regulation's paragraph 1, subparagraph 9 local authorities have to consider, among other issues, "the needs of passenger and goods traffic and the mobility of the population, including public transport and non-motorized modes of transport, taking account particularly, of the prevention and reduction of urban traffic development" when drafting urban land-use plans. 2.) see 1.1. In transport associations there are integrated offers like, uniform tariffs, synchronised timetables, and mobility components like car sharing and frequent traveller special offers for the railway. These components can be booked as a part of season or month tickets for public transport. Specification for 2.4: In §2, Passage 2, Point 3. of the Federal Regional Planning Act: „Regional and urban planning structures should be designed in a way, that volume of traffic is reduced and additional/induced traffic should be avoided“: <http://dejure.org/gesetze/ROG/2.html>.

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.**

1. Subsidies for particle filter. 2. Lower car tax for cars on low fuel. 3. Truck toll on motorways: incentives to use cleaner trucks and to shift to rail. 4. "The Federal Government is implementing a wide range of programmes for advancing alternative fuel options in the Transport Sector across modes and technologies (e.g. funding for R&D, Tax Incentives, support for provision of Charging Stations/H2 Stations, regulation, etc.).
=>Federal Government Electric Mobility Programme
(<https://www.bundesregierung.de/Content/Infomaterial/BPA/Bestellservice/2011-05-20-regierungsprogramm-elektromobilitaet.html>)
=> National Innovation Programme Fuel Cell and Hydrogen Technologies (NIP)
<http://www.bmvi.de/SharedDocs/EN/Artikel/G/electric-mobility.html>" 5. low-emission zones

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

Yes

Specify

see Federal Environment Agency <http://www.umweltbundesamt.de/laermprobleme/index.htm>, Ministry for transport - National Transport Noise Package in german: <http://www.bmvbs.de/cae/servlet/contentblob/27798/publicationFile/46084/nationales-verkehrslaerm-schutzpaket-ii.pdf>

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**

see 2.1 and 2.5

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:

Mobility education is part of many programmes of all authority levels in Germany: Targets are to educate children in fields like: Capability to a critical examination about current mobility offers. Capability for a safe participation in traffic and avoidance of accidents. Awareness raising for impacts from transport to environment, health and social development of man. Development of competence of organization to empower pupils to make future decisions concerning mobility. Capability for a autonomous mobility and therefore for a conscious choice of transport mode. Use of pedagogic appendage like projectlessons and workshops, activity oriented lessons, pupil focused lessons and interdisciplinary handling. Possibility for pupils to participate.
<http://www.umweltbundesamt.de/verkehr/mobil/projekte/schule.htm>
http://www.vcd.org/mit_kindern_unterwegs.html

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.**

see 2.5

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:

National financing scheme of the Ministry for Transport and Digital Infrastructure "Modellprojekte der Raumordnung" (MORO)

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.

In 2015 the truck toll in Germany was expanded to include more roads and smaller trucks. In addition, toll surcharges were introduced for air pollutants. To better protect the environment and human health trucks with fewer emissions pay a lower toll. The toll revenues from this fiscal incentive are then invested into road infrastructure with the aim to support the transport sector.

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? No

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? Implemented

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? Yes

[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? Yes

[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?

No

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="checkbox"/> Academia | |

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

Yes

Please list main documents:

1. climate initiative http://www.bmu-klimaschutzinitiative.de/en/home_j 2. national platform for electric mobility

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:

see 6.2 and National Strategy for Sustainable Development <http://www.bundesregierung.de/Webs/Breg/nachhaltigkeit/DE/Startseite/Startseite.html>

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

Yes

Please specify:

see 7.2

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.**

The transformation process from the international level to the level of countries, states and local authorities is difficult. Language barriers can be a weakness.

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

Smaller language barriers could be an improvement.