

Reporting on progress made since 2009 on the attainment of the Amsterdam Goals



Following the Third High-level Meeting on Transport, Health and Environment in January 2009, the Steering Committee and its Bureau underlined the importance of monitoring the implementation of THE PEP programme and of progress made by Member States toward the attainment of the four Amsterdam Goals. These reports will facilitate the assessment of progress made and provide valuable information about the achievements and obstacles encountered by Member States and other stakeholders in attaining the Amsterdam Goals and in implementing THE PEP.

The answers below were submitted by the listed THE PEP focal point(s) to THE PEP secretariat in fall 2012 and are provided here in an unedited version.

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

| | | | |
|---|---|------|-------------------|
| Country | Malta | Date | 10th October 2012 |
| Name of officer (national focal point) responsible for submitting the report | Dr Karen Vincenti | | |
| Institution | Environmental Health Policy Coordination Unit | | |
| Names of the officers (national focal points) from the other two sectors that participated in the preparation of the report | 1.Mr. Lucien Stafrace 2.Ms. Claire Cordina Borg | | |
| Institutions | 1. Transport Malta 2.Malta Environment and Planning Authority (Environment Protection) | | |

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:

Report was prepared by consultation via the three national PEP focal points

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.

Section B: Implementation of the Amsterdam 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:*

Other forms of transport are being promoted, such as (i) the project for the Barrakka lift in Valletta, which was given the green light for development by MEPA, (ii) improvement of marine connections via ferries, and (iii) including discussions on the possibility to extend the electric city cabs to other areas
There has also been an increase in the provision of park and ride facilities as part of the public transport reform.

Clean and efficient intermodal connections. *Please specify:*

The efficiency of transport measures will be monitored via acquisition of (10) traffic counters through a Structural Funding project.
Enforcement of vehicle exhaust regulations from polluting trucks, cars and buses is being carried out by increasing the frequency of road side inspections.

Safety measures in road transport. *Please specify:*

Transport Malta is currently working on education to improve safety. In the first six months of 2012, Transport Malta officials carried out road safety courses (including safe walking and cycling) for nearly 7,500 school children in 45 different schools in Malta and Gozo. Work is in progress to set up a multi-sectoral Road Safety Council. A Road Safety Strategy is being developed.

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

Other forms of transport are being promoted, such as (i) the project for the Barrakka lift in Valletta, which was given the green light for development by MEPA, (ii) improvement of marine connections via ferries, and (iii) including discussions on the possibility to extend the electric city cabs to other areas
There has also been an increase in the provision of park and ride facilities as part of the public transport reform.

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 |
|--|---|
| national ▼ | The efficiency of transport measures will be monitored via acquisition of (10) traffic counters through a Structural Funding project. Enforcement of vehicle exhaust regulations from polluting trucks, cars and buses is being carried out by increasing the frequency of road side inspections. Other forms of transport are being promoted, such as (i) the project for the Barrakka lift in Valletta, which was given the green light for development by MEPA, (ii) improvement of marine connections via ferries, and (iii) including discussions on the possibility to extend the electric city cabs to other areas There has also been an increase in the provision of park and ride facilities as part of the public transport reform. |
| Target group public sector ▼ | |

| Level | Description |
|---|--|
| national ▼ | Whereas Transport Malta is committed to improving Malta's road network, especially in places which may be considered as dangerous, it considers that the management of traffic is more important and will produce more long term results. Currently, Transport Malta is in |
| Target group | |

| | |
|-----------------|--|
| public sector ▼ | the process of implementing a number of initiatives in this regard. These include an European Regional Development Fund (ERDF) financed project called 'MODUS' which aims to achieve a modal shift. This will include linking of adaptive traffic light junctions coordinated together via a traffic control centre, introducing CCTV at critical parts of key nodes on the network, better information to public using real time Variable Message Signs and real time traffic bulletins. The project also includes introducing a number of bus lanes and other bus priority measures to improve the journey time reliability of buses caught up in traffic. Further information may be found at http://www.transport.gov.mt/transport-strategies/its/modus-project |
|-----------------|--|

| Level | Description |
|--|---|
| national ▼ Target group business ▼ | Transport Malta, together with the Malta Environment and Planning Authority, is encouraging the introduction of a Green Travel Plan, where travel is organised through collective transport, car sharing, etc., in order to lessen the impact of the private car from our roads. So far, such Plans have been introduced in various office establishments as well as two higher level education institutions – the Malta College for Arts Science and Technology as well as in the University of Malta. |

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:

The public transport system (buses) in Malta has been radically changed in 2011, in order to provide a high-quality service, which caters for the need of the users, thus creating a number of direct routes which serve passengers better. The fare system has also been rehailed, so that it makes travelling by bus more attractive to travelling by car. The above-mentioned projects also aim to make travelling by bus more attractive when compared to driving by car.

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.**

The bus reform of 2011 also brought about a new fleet of Euro 5 buses, which replaced a dated fleet, which used to contribute to high emissions. The Vehicle Roadworthiness Test, applicable to cars over 5 years old, has been in place for the past nine years and is responsible for eliminating a number of unroadworthy vehicles from the roads, therefore reducing the emissions. New cars are tested after four years from the date on which the vehicle was first registered, and thereafter biennially, whereas used cars are tested on first registration and thereafter biennially. Heavy vehicles are tested more frequently.

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

▼ 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**

During the reconstruction of a number of arterial and distributor roads, Transport Malta provided cycle lanes, where possible, in order to create a safe environment for cyclists. In locations where bus lanes were introduced, regulations were changed in order to allow cyclists to be able to use such lanes. The Healthy Weight for Life Strategy (2012-2020) recently launched by the Ministry of Health the Elderly and Community Care was drawn up by an intersectoral committee and includes a focus on the creation and promotion of a safe living environment that is conducive to increased physical activity through the provision of the necessary infrastructure (e.g. safe cycling lanes) and increased availability and accessibility to recreational spaces.

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:

The Policy Guidelines "Access for All" published in 1995 and continuously being updated, sets the need for all plans (interior and exterior) to be made with a view to make it possible for persons with reduced mobility to travel independently, as much as possible. These guidelines are observed by Transport Malta both when designing new infrastructure as well as when assessing plans by third parties.

Section C: Implementation of THE PEP

5. THE PEP Implementation mechanisms (please see the Amsterdam Declaration para 6-8)

NATIONAL TRANSPORT, HEALTH AND ENVIRONMENT ACTION PLANS (NTHEAPs)

More information:

[Draft manual on developing NTHEAPs](#)

indicator 5.1 **Does your country have a NTHEAP or similar tool?** Yes ▼

Was THE PEP helpful in the development of your country's NTHEAP? Yes ▼

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

http://ehealth.gov.mt/HealthPortal/public_health/environmental-health/policy_coord_unit/seminars_publications.aspx

indicator 5.2 **What is the current status of your country's NTHEAP?** Implemented ▼

indicator 5.3 **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:

[Workshop in Moscow, 2012](#)
[Workshop in Kyiv, 2011](#)
[Workshop in Batumi, 2010](#)
[Workshop in Skopje, 2010](#)
[Workshop in Pruhonice, 2009](#)

indicator 5.4 **Has your country contributed to THE PEP relay race workshops?** No ▼

If YES, how?

- technical contribution (in kind)
 financial contribution

THE PEP PARTNERSHIP

More information:

[Terms of reference of THE PEP Partnership](#)

indicator 5.5 **Does your country contribute to THE PEP Partnership?** Yes ▼

If YES, how?

- technical expertise (in kind)
 direct financial contribution

indicator 5.6 **Are there any formal networks/platforms of professionals who are involved in THE PEP issues in your country?**

Yes ▼

Please specify: [Transport, Health and Environment Committee](#)

indicator 5.7 **Are these networks/platforms supported by the government?**

Yes ▼

If YES, please indicate how:

- direct funding
 in kind
 political

6. Policy, regulatory and operational frameworks that support the promotion of THE PEP

indicator 6.1 **Do you have a coordinating body and/or a formal structure for implementation of THE PEP within your government?**

Yes ▼

Represented sectors:

| | |
|---|---|
| <input checked="" type="checkbox"/> Transport | <input type="checkbox"/> Education |
| <input checked="" type="checkbox"/> Environment | <input type="checkbox"/> Urban planning |
| <input checked="" 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 6.2 **Is integration of the three sectors reflected in any other national policy document(s)?**

Yes

Please list main documents:

Draft National Environment Policy (<https://secure2.gov.mt/tsdu/environment-nep-phase3>);
National Environment and Health Action Plan 2006-2010(also currently being revised)

indicator 6.3 **Is public awareness in relation to the integration of the three sectors addressed in relevant national document(s)?**

No

Please list main documents:

indicator 6.4 **Are public budgets and/or economic incentives available specifically to support integration of the three sectors?**

No

Please specify:

7. Future of THE PEP

Indicator 7.1 **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.**

THE intersectoral nature of THE-PEP has been an excellent example of intersectoral working which has been mirrored at a national level through the setting up of a Transport, Health and Environment Committee. It has also served as an exemplary model of intersectoral work which has also been extended to include further sectors in the drafting of policies and strategies in other related areas (eg the NEHAP)

Indicator 7.2 **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 7.3 **How could THE PEP better support national efforts to integrate transport, environment and health policies and achieve sustainable transport?**