In preparation for the Fourth High-level Meeting on Transport, Health and Environment (4HLM) in Paris on 14-16 April 2014, THE PEP was conducting its yearly surveying of Member States on the developments in achieving the goals of the Amsterdam Declaration from 2009. These replies were used to write an assessment report of progress made in Member States to be launched at the 4HLM. As such, this survey provided an opportunity for Member States to highlight and showcase their achievements in implementing THE PEP since 2009.

The answers below were submitted by the listed THE PEP focal point(s) to THE PEP secretariat in fall 2013 and are provided here in an unedited version.

### Questionnaire for reporting on progress made since 2009 on the attainment of the Amsterdam Goals

<table>
<thead>
<tr>
<th>Country</th>
<th>Republic of Moldova</th>
</tr>
</thead>
<tbody>
<tr>
<td>Date</td>
<td>25 November 2013</td>
</tr>
<tr>
<td>Name of officer (national focal point) responsible for submitting the report</td>
<td>Dr. Ion Salaru</td>
</tr>
<tr>
<td>Institution</td>
<td>National Centre of Public Health</td>
</tr>
</tbody>
</table>

1. Tatiana Plesco  
2. no nomination

### Institutions

1. Ministry of Environment  
2. Ministry of Transport and Road Infrastructure

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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.

1. Institutional framework: Moldova is a centralized state with a delimitation of competences between national and local levels, e.g. regional and land use planning and housing is on the level of regions.  
2. Due to economic difficulties and financial constraints all sectors are forced with long-term budget reductions and long lasting budgetary constraints.
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:

- Clean and efficient intermodal connections. Please specify:
  - The National Development Strategy Moldova 2020, adopted in 2012, includes as objective sustainable transport infrastructure development and promotion of healthy and safe modes of transport, encouraging and providing support for local authorities in promoting efficient and environmental friendly transport.

- Safety measures in road transport. Please specify:
  - The Ministry of Transport and Road Infrastructure is taking actions on construction of infrastructure for the combined transport. In passenger transport some railway stations are under construction or renovation to improve comfort and safety for passengers, including for handicapped persons. Under design is the railway Chisinau - Iasi, Romania, of European size of rail track for better connection with European passenger lines.

- Infrastructure for active and environmentally friendly transport. Please specify:
  - Cycling becomes more popular in the Republic of Moldova. Annually on 27 August and 22 September are organised cycling competitions and tours, with increasing number of participants. The lanes for cyclists are insufficient and exist only in Chisinau. From 2012 also in Chisinau are introduced during weekends large pedestrian zones in the city centre which are very popular. Also by National Health Insurance Fund on annual base a financed public health promotion campaigns focused changing behaviour, including cycling race from Chisinau to Tiraspol.

- Eco-Tourism. Please specify:
  - The National Strategy on sustainable tourism development for 2003-2015 provides also development of eco-tourism. Following this Strategy, the Oheiul Vechi, a national tourism heritage site is declared also an eco-tourism zone. Actually this Strategy is under revision and it's expected to provide more supportive framework for eco-tourism.

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

<table>
<thead>
<tr>
<th>Level</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>national</td>
<td>By Government decision no.289 from 07.05.2012 approved new Government Action Plan for the 2012-2015 years, which contain a special chapter on supporting transport infrastructure and mobility. Main objectives in this area are: - Liberalization and development of transport markets. - Rehabilitation and modernization of transport infrastructure, especially of road infrastructure and their connection to pan-European networks. - Responsible and efficient management of transport system, development and modernization of passengers and goods transportation. - Implementation of road mandatory audit, increase road traffic safety and reduce number of traffic accidents. - To promote Republic of Moldova as transit country and alignment of local transport to European transport conditions.</td>
</tr>
<tr>
<td>public sector</td>
<td></td>
</tr>
</tbody>
</table>
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:
Mainly at local level. According to the Chisinau Urban Plan, adopted in 2007, gradually are extended public transport network, in 2012 increased twice the total number of electric transport (trolley buses), decreased the number, minibuses are substituted by new larger buses on the most used routes, started construction of two big parkings located at the city entries to reduce traffic volume in the city center.

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.
A new National Environmental Strategy is under development, also the draft of the new Law on Environmental Protection is in the process of coordination with relevant central authorities, contain provisions on reducing emissions and implementation of green cars and bio-fuels.

indicator 3.2 Does your Government take any measures to support a reduction in noise emissions from transport activities?
**THE PEP Questionnaire 2013 - Section B**

<table>
<thead>
<tr>
<th>Yes</th>
<th>Specify</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Established speed limits for different types of roads, noise barriers, noise, adopted limit noise levels for roads and residential zones, initiated development of noise maps.</td>
</tr>
</tbody>
</table>
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

| Specify: | Yes, the Action Plan for implementation of National Strategy on Road safety provides measures for prevention and reduction of injuries due to traffic accidents among schoolchildren. Also, new technical regulations on passengers transport vehicles provides requirements for adaptation of vehicles and public stations to meet the needs of handicapped people and those with reduced mobility. |

**indicator 4.2** Do transport policies and actions in your country focus on vulnerable groups such as children and persons with reduced mobility?

| Specify: | Yes |

The National Development Strategy Moldova 2020, adopted in 2012, includes as objective sustainable transport infrastructure development and promotion of healthy and safe modes of transport, encouraging and providing support for local authorities in promoting efficient and environmental friendly transport.
### 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)**

<table>
<thead>
<tr>
<th>Indicator</th>
<th>Description</th>
<th>More Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>5.1</td>
<td>Does your country have a NTHEAP or similar tool?</td>
<td>No <img src="http://" alt="Draft manual on developing NTHEAPs" /></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>Was THE PEP helpful in the development of your country’s NTHEAP?</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>If available, please provide a web link to your country’s NTHEAP:</td>
<td><img src="http://" alt="http://" /></td>
</tr>
</tbody>
</table>

**indicator 5.2** What is the current status of your country’s NTHEAP?

- Planned

**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)**

<table>
<thead>
<tr>
<th>Indicator</th>
<th>Description</th>
<th>More Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>5.4</td>
<td>Has your country contributed to THE PEP relay race workshops?</td>
<td>Yes <img src="http://" alt="Workshop in Batumi, 2010" />, <img src="http://" alt="Workshop in Pruhonice, 2009" />, <img src="http://" alt="Workshop in Moscow, 2012" />, <img src="http://" alt="Workshop in Kyiv, 2011" />, <img src="http://" alt="Workshop in Skopje, 2010" /></td>
</tr>
<tr>
<td></td>
<td>If YES, how?</td>
<td>technical contribution (in kind), financial contribution</td>
</tr>
</tbody>
</table>

**THE PEP PARTNERSHIP**

<table>
<thead>
<tr>
<th>Indicator</th>
<th>Description</th>
<th>More Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>5.5</td>
<td>Does your country contribute to THE PEP Partnership?</td>
<td>Yes <img src="http://" alt="Terms of reference of THE PEP Partnership" /></td>
</tr>
<tr>
<td></td>
<td>If YES, how?</td>
<td>technical expertise (in kind), direct financial contribution</td>
</tr>
<tr>
<td>5.6</td>
<td>Are there any formal networks/platforms of professionals who are involved in THE PEP issues in your country?</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>Please specify:</td>
<td>Network of environmental health professionals</td>
</tr>
<tr>
<td>5.7</td>
<td>Are these networks/platforms supported by the government?</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>If YES, please indicate how:</td>
<td>direct funding, in kind, political</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Indicator</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>6.1</td>
<td>Do you have a coordinating body and/or a formal structure for implementation of THE PEP within your government?</td>
</tr>
<tr>
<td></td>
<td>Represented sectors:</td>
</tr>
</tbody>
</table>
### Indicator 6.2
Is integration of the three sectors reflected in any other national policy document(s)?

- [ ] No
- [x] Yes

Please list main documents:

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

- [ ] No
- [x] Yes

Please list main documents:

| National development Strategy Moldova 2020 |

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

- [ ] No
- [ ] Yes

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.

In 2008 THE PEP Sub-regional Workshop on sustainable healthy transport held in Chisinau and focused on EECCA countries needs, stimulate public and local authorities involvement. By Chisinau municipality achieved good results on sustainable development of public transport - almost doubled number of electric public transport, at one existing factory established a technological unit for assembling trolleys, which made possible to substitute used transport units and to increase number of people who use public transportation. Also constructed cycling lanes in Chisinau creates conditions for increasing popularity of cycling. In 2013 started to function the first pedestrian street, during weekends a portion of main Chisinau street become also pedestrian. After 2010 all national roads are under modernization, which increase the road quality and mobility.

#### 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.

Insufficient communication collaboration between three sectors, activities are only on voluntary basis, there are no legal obligations and no direct financial support.

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

Through better communication and cooperation between three sectors, with larger involvement of local authorities and NGOs, organising meetings and workshops to exchange local and international experience on healthy urban transport. Also is necessary support for NETHAP development.