

## 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	Republic of Moldova	Date	31 October 2014
Name of officer (national focal point) responsible for submitting the report		Dr. Ion Salaru	
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Names of the officers (national focal points) from the other two sectors that participated in the preparation of the report	1.Tatiana Plesco, but not nominated an official focal point 2.no nomination
Institutions	1. Ministry of Environment 2. Ministry of Transport and Road Infrastructure
E-mail addresses	
Websites	1. <a href="http://mediu.gov.md">http://mediu.gov.md</a> 2. <a href="http://mtid.gov.md">http://mtid.gov.md</a>

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.

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:*

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.

Clean and efficient intermodal connections. *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.

Safety measures in road transport. *Please specify:*

National Strategy on Road Safety, adopted by the GD nr.1214 of 27.12.2010 and Action Plan for implementation of the National Strategy on Road safety, adopted by GD nr.972 of 21.12.2011, provide different measures to increase safety in road transport, such as establishing of Road safety Bureau, as coordination body, introducing of auditing evaluation of safety measures,

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 an annual base-financed public health promotion campaigns focused changing behaviour.

Eco-Tourism. *Please specify:*

The National Strategy on sustainable tourism development for 2003-2015 provides also development of eco-tourism. Following this Strategy, the Oheiiul 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

Level	Description
national	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 transportations. • Implementation of road mandatory audit, increase road traffic safety and reduce number of
Target group public sector	

Level	Description
national	<p>The Strategy for road transport infrastructure development for the period 2008-2017. The main function of transport sector is to offer and operate properly an efficient transportation system, capable to meet population and economic sector needs on mobility and contribute to trade development on local and international markets, taking into consideration that Moldova can be a bridge between European Union and NIS countries.</p> <p>Short-term objectives:</p> <p>a) rehabilitation of existing road and rail infrastructures and creation of better conditions for passengers and goods transportation;</p> <p>b) <u>development of technical regulations for facilitating rehabilitation and continuous</u></p>
Target group	
public sector	

Level	Description
local/municipal	<p>Policy on reforming of maintenance system of public roads, adopted by the GD nr. 244 of 19.04.2012 aim to modernize services responsible for public roads quality, also to provide better services. The Draft Strategy on Transport and Logistics for 2013- 2022 years has as one of the objectives to modernize inter-urban and sub-urban transport, the local roads and better mobility management.</p>
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:

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?**

Yes

Specify

Established speed limits for different types of roads, noise barriers, noise, adopted allowed

**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**

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.

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:

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.

**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:

Urban and spatial planning is regulated at both national and local levels

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.**

In Republic of Moldova is prepared for ratification of Kiev Protocol on Strategic Environmental Assessment. Government passed to the Parliament draft law for ratification in July 2014. With UNDP support is implementing a pilot project in Orhei town on ESA, which includes HIA for city Urban Plan. In October 2014 held a National Workshop at NCPH on Health Impact Assessment in Urban Planning, supported by WHO Bonn Office and involving representatives of Ministries of Health, of Environment and of

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? No

[Manual on developing NTHEAPs](#)

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://

indicator 6.2 What is the current status of your country's NTHEAP? In preparation

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? No

[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

indicator 6.6 Are there any formal networks/platforms of professionals who are involved in THE PEP issues in your country?

Yes

Please specify: Environmental Health National Platform

indicator 6.7 Are these networks/platforms supported by the government?

Yes

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)?**

No

Please list main documents:

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 development Strategy Moldova 2020

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

No

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.**

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 assambling trolleys, which made possible to substitute used transport units and to increas number of people who use public transportation. Also constructed cycling lanes in Chisinau creates conditions for increasing popularity of cycling. In 2014 inaugurated a pedestrian street in the city center, during weekends and holidays, the main boulevard in Chisinau street also pedestrian. After 2010 all national

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.**

Insufficient communication and collaboration between three sectors, activities are only on voluntary basis, there are no legal obligations and no direct financial support. No common indicators for monitoring and reporting.

Indicator 8.3 **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. It is necessary de identify and implement specific projects involving all three sectors for producing positive results and improve collaboration between them.

**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](mailto:csc@euro.who.int) by e-mail to [csc@euro.who.int](mailto:csc@euro.who.int)**

**Thank you!**