

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	<input type="text" value="The former Yugoslav Republic of Macedonia"/>	Date	<input type="text" value="24/09/2012"/>
Name of officer (national focal point) responsible for submitting the report	<input type="text" value="Mihail Kochubovski"/>		
Institution	<input type="text" value="Institute of Public Health of the Republic of Macedonia"/>		
Names of the officers (national focal points) from the other two sectors that participated in the preparation of the report	<input type="text" value="1. Kosta Trajkovski"/>		
	<input type="text" value="2."/>		
Institutions	<input type="text" value="1. Ministry of Environment and Physical Planning"/>		
	<input type="text" value="2. Ministry of Transport and Communications"/>		

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 centralized and there are some constraints to implement THE PEP.

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:*

Yes there are, especially in Skopje.

Clean and efficient intermodal connections. *Please specify:*

Still there is no tram, nor metro.

Safety measures in road transport. *Please specify:*

According to the Strategy and Law on traffic.

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

Yes, there are many lanes for biking and walking.

Eco-Tourism. *Please specify:*

There are a new public buses with open roofs for sightseeing in Skopje and Ohrid paid by the Government. As well for tourists in Skopje, Ohrid, Struga and other places there are bikes for renting in the cities, as well in the hotels.

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 ▼	Introduction of 300 new buses for the public fleet in Skopje, the Capital of the country. These buses fulfill the Euro 4 and 5 standards.
Target group communities ▼	

Level	Description
local/municipal ▼	Construction of new boulevards, cross-roads, streets and bridges to improve the traffic especially public one. Introduction of the intelligence traffic system in Skopje. There is a Feasibility Study for a new Tram in Skopje.
Target group communities ▼	

Level	Description
local/municipal ▼	Construction of new biking and walking lanes and their marking. Introduction of biking rental system in Skopje.

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:

There is already introduced a car-parking rental system by SMS in the inner centre of Skopje as well in other parts of Skopje, with a plan to broaden such experience in other cities like Tetovo etc.

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.**

In Skopje the a process of replacing of old-fashioned buses in public traffic supported by the government is almost finished, and in private buses by the owners, with new fleet of buses that fulfill the standards of low-emission vehicles. Also, there is a process of upgrading the old buses with buses run by natural gas. In Skopje has been prepared a feasibility study for a Tram.

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

Yes

Specify

yes, there is a new Law on Noise, and there is noise monitoring and counter measures

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**

In Skopje the a process of replacing of old-fashioned buses in public traffic supported by the government is almost finished, and in private buses by the owners, with new fleet of buses that fulfill the standards of low-emission vehicles. Also, there is a process of upgrading the old buses with buses run by natural gas. In Skopje has been prepared a feasibility study for a Tram.

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

Yes

Yes



Specify:

In new public busses there are lifts for persons with reduced mobility. Pavements are constructed in the way to allow the access to persons with reduced mobility. The same is valid for all public facilities.

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?** No ▼

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

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

http://

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

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?** Yes ▼

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?**

No ▼

Please specify:

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

▼

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?**

No ▼

Represented sectors: