

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

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.

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="8/27/2013"/>
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
2. Marin Delivanov"/>		
Institutions	<input type="text" value="1. Ministry of Environment and Physical Planning
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. But, through actual, modern politics for decentralization and strategies named to develop an efficient and safe transport, there are many activities related to it, on local level.

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:*

- Law on Construction ("Official Gazette of R.M.", no. 70/13)
- Law on Spatial and Urban Plannig ("Official Gazette of R.M.", no. 70/13)
- Law on Construction Land ("Official Gazette of R.M.", no. 59/13)

Clean and efficient intermodal connections. *Please specify:*

- Preparation of Study for Intermodal Conections in the Republic of Macedonia under IPA funds

Safety measures in road transport. *Please specify:*

- Law on Public Roads ("Official Gazette of R.M.", no. 84/08)
- Law on Safety on Road Traffic ("Official Gazette of R.M.", no. 84/08)

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

- Law on Public Roads ("Official Gazette of R.M.", no. 84/08)
- Law on Railway System ("Official Gazette of R.M.", no. 91/13)
- Law on Air Transport ("Official Gazette of R.M.", no. 68/13)

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
<input type="text" value="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 <input type="text" value="communities"/>	

Level <input type="text" value="local/municipal"/>	Description 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 <input type="text" value="communities"/>	

Level <input type="text" value="local/municipal"/>	Description Construction of new biking and walking lanes and their marking. Introduction of biking rental system in Skopje.
Target group <input type="text" value="communities"/>	

indicator 2.2 **Does the government raise awareness of mobility choices?**

indicator 2.3 **Does the government promote the use of information technology to increase the efficiency of the transport system?**

indicator 2.4 **Are there mechanisms in place in your country to improve the coordination between land use and transport planning?**

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?**

Please, specify:

Modern public transport is a part of the government politics, by subvention of the transport prices to promote to the public, reducing the car using. 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 relatively expensive prices), 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 there is a process of replacing of old-fashioned buses in public traffic supported by the government. Public buses have been replaced by new ones that fulfill the standards of low-emission vehicles. Private buses are in the process of renewal 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?**

Specify

We made significant progress in adoption of European legislation for environmental noise management, we have adopted Law for environmental noise protection in 2008, Regulation for noise exposure indicators assessment, measurement and mapping, Regulations for noise limit values in accordance with WHO guidelines and others. Some of Local governments took measures like noise barriers to protect population from road traffic noise. But, still we have not fully implemented environmental noise legislation.

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**

Trough actual strategies, policies and measures, in all, the larger towns of RM, there are many projects and activities to develop safety transport, by building of modern streets and underground ways, to separate motor and pedestrian moving. On the collector streets, traffic are regulating and controlling by computer center (many lights with „grin wave,,) , with intents to make it efficiently and safety (low release pollution: gases and noise), specially for pedestrians and bicycles. Also, in main centers of the towns we established pedestrian zones, without motor transport. There is many bicycles roads, with public renting bicycles, connected with all bicycles ways witch are going to the living areas out of the city centers.

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:

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)

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

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

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

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

More information:
[Draft manual on developing NTHEAPs](#)

RELAY RACE (Staffete)

indicator 5.4 Has your country contributed to THE PEP relay race workshops?

If YES, how?

technical contribution (in kind)
 financial contribution

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

THE PEP PARTNERSHIP

indicator 5.5 Does your country contribute to THE PEP Partnership?

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?

Please specify:

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

If YES, please indicate how:

direct funding
 in kind
 political

More information:
[Terms of reference of THE PEP Partnership](#)

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?

Represented sectors:

Transport Education
 Environment Urban planning
 Health Agriculture
 Finance Others, please specify:
 Academia

indicator 6.2 **Is integration of the three sectors reflected in any other national policy document(s)?**

Yes ▼

Please list main documents:

NEAP I, and II, NEHAP, Strategy for sustainable development, Law for Environment (SEA, EIA), Law on Ambient Air Quality, Noise Protection Law, General Urban Land Plans etc.

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

Yes ▼

Please list main documents:

under local and national activities, projects and public campaigns

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.**

In preparedness of Strategy for traffic safety.

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.**

Main weakness is lack of coordinating body.

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

To establish a coordinating body and concrete projects to produce positive results in the fields of transport, health and environment, on central and local level.