

Questionnaire for reporting on progress made on the attainment of the Paris Goals

Background and purpose of this questionnaire:

Following the Fourth High-level Meeting on Transport, Health and Environment (4HLM) in Paris on 14-16 April 2014, THE PEP is continuing to conduct its yearly surveying of Member States on the developments in achieving the goals of the Amsterdam Declaration from 2009 and the Paris Declaration since 2014. These replies were used for a regional overview on progress made at the 13th Session of the Steering Committee of THE PEP in November 2015.

The answers below were submitted by the listed THE PEP focal point(s) to THE PEP secretariat in fall 2015 and are provided here in an unedited version.

THE PEPTransport, Health
and Environment
Pan-European Programme

UNECE

World Health
Organization
REGIONAL OFFICE FOR
Europe

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

Country Date Name of officer (national focal point) responsible for submitting the report Institution Website Names of the officers (national focal points) from the other two sectors that participated in the preparation of the report Institutions Websites

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.

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:*

- 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), Draft Law on changes on Law on Safety on Road Traffic has been drafted, but it is still not adopted by the Parliament. In summer 2014 the Government has started a new Public Campaign "Respect the rules, respect life" and it will continue of this year (not to drink alcohol, safety belt, youth and traffic not to use alcohol and drugs and not to speak on the mobile phones, slow driving).J79I

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

- Law on Public Roads ("Official Gazette of I37R.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)
- There are a 300 new public buses with Euro 5 in Skopje introduced since 2013. 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. There are 20 small electric cars and 20 electrical bicycles on the city of Skopje.I37

Eco-Tourism. *Please specify:*

Eco-Tourism is strengthening with new lanes for mount-biking and walking in all National Parks (3) and protected areas near to the main cities. From day to day there are more and more users to this kind of eco-turism and these users are organized in Civil Societies through them promoting their activities.

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. This year are introduce new 20 electric cars in Skopje and 20 electric bikes for using of citizens and tourists. In the implementation phase is a process of reconstruction of railways and purchasing of new trains for passengers and goods with fulfilling of new standards for eco-friendly traffic.
Target group <input type="text" value="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. Many cross-roads in Skopje and other cities regulated by the traffic lights are changed with circle traffic squares to improve traffic flow and to reduce noise and air pollution (not stop in front of the traffic lights).
Target group communities ▼	

Level	Description
local/municipal ▼	Construction of new biking and walking lanes and their marking. Introduction of biking rental system in Skopje. Rental system of biking is improved in 2014 introducing 20 new electric bikes in Skopje. In 2015 is introduced a new plan for introducing new biking corridors in the City of Skopje, to connect main part of the city on 4 different directions..
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:

Introducing Public bus transport, free bus transport when the air quality is bad, electric mobility for ministries (motor-bikes) 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 process of replacing of old-fashioned buses in public traffic supported by the government has been finished. 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?**

Yes ▼

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 safe (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. Governement gives opportunity for youth and retired people to use trains free of charge during several days of months, especially during the weekends.

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.

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:

Ministry of Transport and communications, as well Ministry of Environment and

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.**

There is a Governmental Committee on Health and Environment that is promoting green and healthy mobility though modernizing of the transport infrastructure at all levels.

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:

Inter-sectoral approach between ministries, institutions and Local Self-Government.

Overall main achievement since September 2014

indicator 5.5 **Describe your country's most important development (only one) in achieving the Paris Declaration Goals that took place since September 2014. A selection of the submitted achievements will be considered for presentation at the next session of the Steering Committee.**



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?**

[Manual on developing NTHEAPs](#)

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 6.2 **What is the current status of your country's NTHEAP?**

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?**

[Workshop in Kaunas, 2014](#)
[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?**

[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
- Partnership on Paris Goal 5

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

Please specify:

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

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)?**

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 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:

Under local and national activities, projects and public campaigns.

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.**

Public awareness has been raised and established activities for promoting of use bicycles, public transport and walking. The number of passengers in public buses is increasing. Modern system of charging of tickets and monitoring of traffic flow for the public transport is in process of implementation in Skopje. Strategy for traffic safety has been endorsed.

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.**

Main weakness is lack of coordinating body.

Indicator 8.3 **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, by organizing workshops supported by the Government and led by Republic Council for road traffic safety. There is already Draft Action Plan prepared by the Republic Council for road traffic safety with involvement of Ministry of Health, Ministry of Interior, Ministry of Education and Sciences and municipalities, for promoting of safe transport.

