

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
OrganizationREGIONAL OFFICE FOR
Europe

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 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.

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:*

Transport Development Strategy till 2020 (with perspective till 2030) - TDS- adopted by the Council of Ministers on 22 January 2013- is a medium-term horizontal planning document which refers to all transport modes (roads, railway, aviation, maritime and inland waterways) as well as to logistics and urban mobility. TDS identifies objectives, outlines directions of transport development and sets the most important interventions necessary to be taken gradually by 2030.

The main goal of TDS is increasement of the transport accessibility as well as improvement of safety and efficiency of the transport sector through the creation of a coherent, sustainable and user friendly transport system at national, European and global scale. Improved territorial accessibility in Poland requires the integration of major forms of transport (railway, road, marine, aviation and in-land water) understood as an integrated transport system.

The strategic objectives of Transport Development Strategy are:

- Creation of an integrated transport system via investments in infrastructure,
- Creation of conditions for smooth functioning of transport markets and the development of efficient transport systems.

Achievement of the main transport objective by 2020 and beyond is correlated with the pursuit of five specific objectives typical of each mode:

- Creation of a modern and coherent network of transport infrastructure
- Improvement of the organization and management of transport system
- Safety and reliability
- Reduction of the transport negative impact on the environment
- Creation of optimal model of financing of infrastructural investments

Such objectives and interventions stem from the necessity to eliminate the existing backlog and to catch up with new technological and economic trends in Europe and worldwide. At present many parts of Poland lack sufficient transport connections with local growth poles (especially larger cities). They cannot perform the function of a natural reservoir of resources for fast developing areas. The major challenge for Poland is the removal of gaps in extension, modernization and revitalization of transport infrastructure and ensuring infrastructural connections between the main growth poles and regions of slower development dynamics and their inclusion in the Trans-European Transport Network (TEN-T). After that focus should be put on increasing infrastructural density and creation of the integrated transport system. Only a coherent network of motorways, express roads and high standard railways, well-developed network of airports, sea ports and in-land water transport routes and systems and public transport can maximize the potential of the Polish economy, education, science and culture.

Clean and efficient intermodal connections. *Please specify:*

According to Transport Development Strategy till 2020 (with perspective till 2030) - TDS to raise the significance of intermodal transport in Poland it is necessary to create technical, legal, organizational, economic and financial conditions which will enable:

- a) Raising the quality of services, reducing operational costs and ensuring safety of deliveries;
- b) Raising the effectiveness of railway and regional airports
- c) Creating opportunities for development of inland water and short sea shipping.

TDS objectives regarding intermodal transport will focus on the following directions of interventions:

- Development of railway vertical and horizontal infrastructure along AGTC network to tailor to the needs of intermodal transport;
 - Development of multimodal platforms for TEN-T, adjusted to at least two modes of transport;
 - Development of multimodal function of airports and seaports on TEN-T through links to road and railway transportation;
 - Improved operational parameters of inland waterways to include inland waterborne shipping in the intermodal transport.
- In order to ensure higher share of intermodal transport in total freight services, the following actions will be implemented:
- Modernization and revitalization of railway infrastructure along the AGTC network;
 - Modernization and development of the existing intermodal terminals and construction of newterminals; creation of regional logistical centers located near large Polish agglomerations;

Safety measures in road transport. *Please specify:*

One of the specific goals of Transport Development Strategy till 2020 (with perspective till 2030)- TDS is "Safety and reliability" in all modes of transport, including road transport.

Of all modes road passenger transport is the most dangerous, generates the highest social costs and at the same time is most widely used (road accidents account for ca. 95% of total accidents in transport). Therefore road transport safety must be treated as priority.

Three factors affect the number and results of road transport accidents: human being, vehicle and road, but only the human being is the actual perpetrator. Statistical data shows that bad technical condition of the vehicle (and the road) contribute to few accidents (less than 1% of the total). Apart from objective factors arising from the condition of infrastructure, a number of reasons for too many road accidents stem from traffic organization and road users' behaviors.

Issues regarding transport safety in the context of strengthening institutional potential and improved operations of competent services, including Police, Firearms and other rescue services, are described in Efficient State Strategy 2020.

Directions of interventions to improve road transport safety are identified and described in the National Road Transport Safety Program for 2013-2020 adopted by the National Road Safety Council on the 20th June 2013. The National Road Safety Programme 2013-2020 is a comprehensively developed strategy to improve road safety in Poland in 2013 – 2020. It is based on five pillars: human safety, safe road, safe speed, safe vehicle, emergency medical service and attention after an accident. One of the TDS's implementation indicators is number of road transport fatalities. The goal for 2020 amounts to 2000 fatalities. In the basic year (2010) this level amounted to 3907. According to actual statistics the above indicator for 2014 amounted to 3202.

Transport Development Strategy by 2020 (with outline until 2030) - one of the specific objective (safety and reliability) is reflected in the actions to improve the transport infrastructure standards, surveillance, rescue and education. The National Road Safety Programme 2013-2020 - comprehensively developed strategy to improve road safety in Poland in 2013 – 2020. It is based on five pillars: human safety, safe road, safe speed, safe vehicle, emergency medical service and attention after an accident. The programme is aimed at those who are responsible for road safety in Poland, i.e. among others, parliament, government, local authorities, road managers, enforcement services and all road users. It sets specific objectives to be achieved within the road safety area, among other things: no more than 2000 fatalities and 6900 seriously injured in 2020. Its structure is based on internationally agreed ways of tackling the road safety problem. The first objective assumes that a person using the road will always make mistakes and the broader safety system will reduce consequences of a possible accident. The

Infrastructure for active and environmentally friendly transport. Please specify:

One of the specific goals of Transport Development Strategy till 2020 (with perspective till 2030)- TDS is "Reduction of the transport negative impact on the environment" in all modes of transport.

TDS envisages a number of actions dedicated to reducing transport's negative impact on environment, which are grouped into the following directions of intervention:

- organizational and systemic interventions,
- investment interventions, and
- innovative and technological interventions.

Organizational and systemic interventions:

With regard to challenges stemming from the need to reduce negative transport' performance on the environment, the following actions will be put in place:

- supporting solutions of less transport- intensive growth paths;
- Promoting energy efficiency: development of intermodal cargo transport, promoting energy efficient means of transport to reduce the sector's dependence on fuels from non-renewable energy sources;
- Investments in low-emission economy through, among others supporting sustainable transport development projects (rail, maritime and inland water transport); creating conditions to shift traffic from road to railway, in particular at distances above 300 km, promoting clean means of transport powered by alternative energy sources to reduce emissions;
- Reducing traffic congestion, in particular in urban areas through: rising the importance of public services in passenger transport, integrating transport in cities (with suburban transport), optimization and integration of urban and regional passenger transport systems, promoting pedestrian and bicycle mobility, organization and development of delivery systems in cities and elimination of heavy truck traffic carrying hazardous cargo through developed areas; impact on proportional distribution of urban transport to reduce traffic at peak time
- Popularization of new forms of mobility through: access to travel information, integrated tariff systems, creation of car-free areas, education and information on sustainable forms of transport, managing demand for transport, e.g. through spatial planning and development, promotion of remote work, wider use of video-conferencing, car-pooling;
- Creation of Low Emission Zones (LEZ) with strict emissions standards that limit the amount of particulate matter;
- Development of tariff system that stimulates desired trends, especially reduces the pressure on the environment;
- Consistent monitoring of TDS implementation, among others, with regard to emission levels and decline in road traffic fatalities;

Investment interventions:

Key investment actions will apply to:

- modernization and upgrading of transport infrastructure (vertical and horizontal) to meet the EU and national environmental standards and requirements (among others, compliance with regulations on environmentally valuable areas, including Nature

Eco-Tourism. Please specify:

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"/> ▼ Target group <input type="text" value="public sector"/> ▼	<p>According to Transport Development Strategy till 2020 (with perspective till 2030) - TDS the main priority in urban transport management is reducing congestion in cities and metropolitan areas through increasing the share of public transport in carriage of passengers.</p> <p>Efforts will focus on stimulating demand for public transport under the following directions of interventions:</p> <ul style="list-style-type: none"> • Integration of various modes of transport in terms of network, tariff and information; • Raising access to public transport, including people with reduced mobility; • Implementing solutions addressed to freight transport in cities; • Increasing the role of railway in regional and agglomeration transport services; • Popularization of new forms of mobility through: no access for vehicles in residential areas, group travelling and car pooling, promoting pedestrian and bicycle mobility; promoting solutions limiting demand for transport, e.g. through remote work, wider use of videoconferences, etc. <p>Undertaking the above measures should result in the reduction of the use of private cars in the cities.</p> <p>Partnership Agreement as one of the most important document defining the investment strategy of a new pool of European funds in 2014-2020, indicated that, interventions for reduction of emissions from transport in urban agglomerations will focus on development of low-carbon public transport and other environmentally friendly forms of urban mobility. Investments in urban transport will focus on public transport infrastructure and non-motorised transport, fleet (including the infrastructure to support it, such as systems for the distribution of energy carriers), hubs, including park/bike&ride parking lots and smart transport systems (aimed at, inter alia, improving the conditions for public or non-motorised transport). In the framework of the priority that covers transport in urban agglomerations, under Thematic Objective concerning urban transport support will be provided for investments to improve traffic conditions for public and non-motorised transport. The Partnership Agreement (PA) is a document defining the strategy of interventions of European funds within the framework of three EU policies: the cohesion policy, the Common Agricultural Policy (CAP) and Common Fisheries Policy (CFP) in Poland in the years 2014–2020. Resources from the EU Funds within the framework of the PA focus on the financial priorities, two of which are: Network infrastructure for growth and jobs; Environment and effective resource management. One of the directions of actions is: Developing alternative forms of transport. In the area of sustainable mobility it indicates necessity to relieve urban infrastructure from excessive individual motorised traffic and to improve integration of cities with their surrounding by developing a lowcarbon public transport system and other related actions (specified below). Intervention will be realised through national and regional operational programmes implementation. In Poland, we appreciate the importance of cycling. There is implementation of the EuroVelo, the European cycle route network ongoing in Poland, with the bike routes crossing the country from the South to the North and from the East to the West; all the design and construction works are in the scope of the responsibilities of the local and regional governments. The routes crossing Poland are the following: EV2 Capitals Route East-West, EV9 Baltic Adriatic Route North-South, V10 Baltic Sea Cycle Route and EV 13 Iron Curtain Trail, both alongside the Baltic Sea coast EV11 East Europe Route North South and EV4 Central Europe Route. The implementation of these projects are being financed also from the operational and other EU programmes.</p>
<input type="text"/> ▼ Target group	<p>The instruments for implementing the PA are national operational programmes and regional operational programmes. One of which, Operational Programme Infrastructure&Environment 2014-2020 stems from one of the three priorities of the</p>

Europe 2020 Strategy, namely sustainable growth defined as promoting resource efficient, greener and more competitive economy, in which the pursuit of environmental objectives is combined with measures aimed at ensuring economic, social and territorial cohesion. Measures taken in the area of efficient use of resources in transport will provide an efficient and effective infrastructure that can foster economic development and, at the same time, serves the objectives of a low carbon economy.

Level

Description

Target group

Regional operational programmes provides (in the area of sustainable mobility) the scope of interventions indicated above (in national programme), but limited to the specific activities and territory (range) of intervention. Managed by regional authorities, together with national programme, they represent the entire intervention in the area of sustainable mobility in urban areas, to be co-financed by EU Funds. Poland recognizes the importance of sustainable mobility and it is included in the national transport policy, as far as urban transport is concerned, in the medium-term strategic document, Transport Development Strategy until 2020.

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:

As per the information given in 2.1. Measures for public transport development in cities, financed by EU Funds in operational programmes for 2007-2013 and 2014-2020 EU financial perspective. Investments in urban transport focus on public transport infrastructure and non-motorised transport, fleet (including the infrastructure to support it, such as systems for the distribution of energy carriers), hubs, including park/bike&ride parking lots and smart transport systems (aimed at, inter alia, improving the conditions for public or non-motorised transport). Accompanying actions include: parking policy, prioritisation of pedestrian and bicycle traffic (including through the construction of bike paths), facilitating multimodal travels (park&ride, bike&ride), including their location in rational places, restrictions on car traffic in city centres, separate bus lanes and priority for public transportation in city traffic, ensuring convenient access roads to comfortable and safe stops, launching a comprehensive and interactive passenger information system and much more. The measures are taken at the regional and local level, as public transport lies in the scope of responsibilities of the municipalities and regions.

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.**

Transport Development Strategy till 2020 (with perspective to 2030) in regard to challenges stemming from the need to reduce the negative transport performance on the environment indicates among others the following actions:

- Promoting energy efficiency, including promoting energy efficient means of transport to reduce the sector's dependence on fuels from non-renewable energy sources;

- Investments in a low-emission economy, including promoting clean means of transport powered by alternative energy sources to reduce emissions.

As part of the implementation of innovation initiatives is mentioned promotion of environment friendly means of transport, including "clean" and energy efficient vehicles and urban vehicles (eg. hydrogen cell fuel, powered by electricity, gas, compressed-air or hybrid vehicles) – accompanied by the creation of the network of publicly accessible charging stations, battery swap stations and hydrogen station.

In order to implement Directive 2014/94/EU of the European Parliament and of the Council of 22 October 2014 on the deployment of alternative fuels infrastructure work has been undertaken to develop a national policy framework for the development of the market as regards alternative fuels in the transport sector and the deployment of the relevant infrastructure (Ministry of Economy - coordinator, in cooperation with Ministry of Infrastructure and Development, Ministry of Environment, Ministry of Finance, Ministry of Science and Higher Education). The document is in the preparation. In OP I&E 2014-2020, where support for public transport is provided, in the cities with rail transportation (trams) the preference will be given to the development of this branch of public transport, firstly though investments in the rails infrastructure. Whereas in the remaining cities, other low emission urban transportation forms will be financed, at the very least complying with the EURO 6 norm. However, the priority will be given to purchase of vehicles with alternative drive systems (electric, hybrid, bio-fuel, hydrogen fuelled etc.)

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

Yes

Specify

The National legislation contains a set of rules and obligations concerning reduction in noise emissions - including noise from transport activities. Following measures can mentioned:

- Regulation of Minister of the Environment on noise emission level values in the environment. This piece of legislation sets up noise emission level values depending on land use.
- Acoustic maps are prepared for roads, railways and airports which can cause negative acoustic impact on large areas. Acoustic maps are prepared every five years. This requirement is set in the Legal Act on Environmental Protection.
- Noise Protection Programs are established for the areas where noise emission level values are breached. This requirement is set in the Legal Act on Environmental Protection.

There is an obligation to develop noise maps for cities with the population over 100 thousand citizens as well as for national roads (where traffic flows exceed 3 million vehicles per year), railways (where traffic flows exceed 30 thousand trains per year) and civil airports (over 50 thousand operations: take-offs or landings per year). Apart from noise maps cities are also obliged to introduce noise protection programs. The a/m programs include specific technical measures and organizational measures to reduce noise if it exceeds the limits. In OP I&E 2014-2020, where support for public transport is provided, it is expected to finance projects containing elements reducing/minimizing the impact of noise/vibration/air pollution and elements promoting sustainable growth of the urban system. The projects will be implemented according to the best environmentally rational options, considering in particular solutions to a given transport problem with a minimal impact on the acoustic sphere and air condition (especially minimizing air pollution emission) and reduced greenhouse gas emission.

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**

According to Transport Development Strategy till 2020 (with perspective till 2030)- TDS one of the elements of the integrated transport system is urban transport. Promoting walking and the use of bicycle as a way of transport is one of the activities enumerated in the TDS in the field of transport in cities.

Cycling is a key element of sustainable mobility and essential part of urban transport systems. Together with walking and public transport, cycling is an important sustainable alternative for motorized individual transport. Cycling has become inherent part of transport strategic planning as well as urban planning.

By choosing bicycle we improve acoustic climate, air quality and energy efficiency. Bikes as a zero-emission means of transport contribute positively to the reduction of greenhouse gasses emissions and reduce congestion in urban areas.

Presently, numerous cycling paths and routes are being constructed both in cities and outside the urban areas. The best example of this is already ongoing project "Bicycle routes in Eastern Poland" of approximately 2000 kilometers, located in 5 voivodeships in this region.

City bike rental systems enjoy widespread popularity in Poland and their number is steadily increasing. Only in this year the number of bike rentals increased by 50 % compared to the previous year. Having the above in mind in 2013 the analysis concerning Streets spatial planning within the urban areas has been commissioned by the Ministry of Infrastructure and Development. On this basis, the Ministry of Infrastructure and Development released guide describing best practices in the field of transport system management including the so called "soft modes" like walking and cycling. According to the breakdown of EU Funds intervention between national and regional operational programmes, OP I&E 2014-2020 does not support directly walking and cycling infrastructure. However, development of high scale investments in public transport in cities may include some elements related to the small scale infrastructure (walking and cycling) or may be complementary to them, constituting main and indispensable element of integrated infrastructure for sustainable mobility in urban areas. Overall strategies for urban areas development (including sustainable multimodality) are provided in Integrated Territorial Investments (ITI), specific tool for EU Funds implementation, integrating provided in national and regional operational programmes and other (non-EU) investments.

The National Urban Policy is a document which defines the activities in the field of urban policy planned by government administration. One of the topics of the National Urban Policy is transport and urban mobility. Its main objective is to achieve sustainable mobility in the functional area of the city; promote changes in communication behaviors, especially stop the trend of increasing dependence on daily use of cars due to move around the urban area; promote sustainable transport and remove critical points in infrastructure networks; promote modern, flexible, complex solutions in the field of Intelligent System Solutions (ITS) through the promotion of good practices, innovative solutions in public 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:

According to Transport Development Strategy till 2020 (with perspective to 2030)- TDS- in order to achieve TDS's objectives in the field of urban transport, the following actions will be put in place:

- promoting solutions towards spatial and functional integration of transport subsystems;
- creating conditions for integration of various means through implementation of intermodal systems (transfer nodes, park and go, etc.), standard timetables, standards tariff systems, introduction of ticket valid for all means of transport regardless of the operators at regional and national scale (eticket);
- organizing railway transport within agglomerations;
- modernization of the road system to eliminate heavy trucks carrying hazardous cargo from built areas,
- introducing solutions addressed to freight logistics in cities which will reduced congestion and other forms of burden for the citizens through reduced and better coordinated movement of trucks,
- promoting innovative technical solutions, for example, incentives to develop traffic control systems with priority to public transport ,
- creating requirements and incentives towards adjusting the urban transport systems to the needs of people with reduced mobility through adequate legal regulations and co-financing of projects,
- promoting pedestrian and bicycle transportation.

TDS also indicates that modern rolling stock units will have to be adjusted to public transport passengers with reduced mobility.

One of the Transport Development Strategy action in the field of urban transport is to create requirements and incentives towards adjusting the urban transport systems to the needs of people with reduced mobility through adequate legal regulations and co-financing of projects, In the area of OP I&E 2014-2020 support for public transport, all of the projects (investments in infrastructure and public rolling stock) must fulfill the requirements that stems from applicable provisions for persons with reduced mobility infrastructure/rolling stock adaptation.

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) and in which sectors is spatial/urban planning regulated?**

national	sub-	local /
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	national	national	municipal
Transport	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Energy	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Housing	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Environment / landscape	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Tourism	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Sport	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other, specify:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

indicator 5.2 **Is spatial planning coordinated between the authorities indicated above in indicator 5.1?**

 ▼

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.**

A legal act which regulates Polish spatial and area planning and development is the Act on Spatial Planning and Area Development of 27 March 2003 (the Act). In accordance with that Act the Council of Ministers has adopted The National Spatial Development Concept 2030 (NSDC 2030). NSDC 2030 is the most important national strategic document that addresses the spatial planning management and provides the rules and mechanisms for coordination and implementation of public development policies.

Policies and legal measures that require integrated urban and spacial/urban planning in order to reduce the impact of transport on health, environment, land use, energy are:

1. National Road Construction Programme 2011-2015, enacted in 2011
2. National Road Construction Programme 2014-2023, currently at consultation stage
3. The National Urban Policy 2023, currently at consultation stage
4. the Act on Toll Motorways and the National Road Fund of 27 October 1994
5. the Act on Public Roads of 21 March 1985

All mentioned acts exist on national level.

According to the Act on public transport of 16 December 2010 larger municipalities have the possibility of enacting the Sustainable Urban Mobility Plans.

indicator 5.4 **Are there national capacity building initiatives on integrating transport, health and environmental objectives into urban and spatial planning policies?**

 ▼

If YES, please indicate how they are done?

- academic education
- training for professionals

other, please specify: The National Urban Policy 2030 provides establishment of centres of excellence, the objective of which will be to support cities in implementation of innovative projects also connected to spacial/urban planning/development. These centres will provide best practice, model documents and consultations (help). The purpose is to help preparation and implementation of actions related to complex or new aspects of urban development. The main centre which focusing on all topics will be coordinated by ministry responsible for regional development.

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?**

 ▼

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)?**

 ▼

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)?**

 ▼

Please list main documents:

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

 ▼

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?**

 ▼

indicator 7.6 **Does your country have a national action plan for the promotion of cycling?**

 ▼

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.**

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.

Indicator 8.3

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