

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	Slovenia	Date	27/10/2015
Name of officer (national focal point) responsible for submitting the report	Natasa Kovac		
Institution	Slovenian Environment Agency		
Website	http://www.arso.gov.si/, http://kazalci.arso.gov.si/?data=home&lang_id=94		
Names of the officers (national focal points) from the other two sectors that participated in the preparation of the report	1. Peter Otorepec 2.		
Institutions	1. National Institute of Public Health of the Republic of Slovenia 2.		
Websites	1. http://www.njz.si 2. http://		

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:*

After two decades of intensive investments in motorways, Slovenia is planning to invest more into railways. Also a few bigger projects on 5th TEN corridor are planned for the future years. In the period 2013-2015 government adopted environmental decrees with certain measures integrating environment and transport in order to improve air quality on city level in Slovenia. Also national Strategy (2011) and related Action plan (2015) on children's and youngster's health related to the environment for the period 2012-2020 were adopted by the Government. All these documents give a strong support to developing healthy, safe and environment friendly transport infrastructure.

Clean and efficient intermodal connections. *Please specify:*

Main national intermodal passenger interchange in Ljubljana is waiting for better economic situation. National energy efficiency plan for the period 2008-2016 is the most important national policy for improving energy efficiency in the transport sector.

Safety measures in road transport. *Please specify:*

Safety is an important topic in infrastructural programmes at all levels - road network is facing constant safety improvements. Special attention on safety is given in the national Strategy (2011) and related Action plan (2015) on children's and youngster's health related to the environment for the period 2012-2020.

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

Bicycle paths on regional level and in urban areas are expanding rapidly in the last decade. Many were co-financed with EU funds. Government decrease on improving air quality on municipal level introduce an important measure on municipal level which is preparation of the sustainable urban mobility plans. The plans promote environmentally friendly transport. Mentioned decrease were adopted by the Government in the period 2013-2014.

Eco-Tourism. *Please specify:*

Cycling paths which are becoming an important part of the 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
<input type="text" value="national"/> ▼	National Guidelines on SUMP - prepared by the national Ministry of infrastructure in order to boost preparation of SUMPs in Slovenian municipalities. SUMP=Sustainable Urban Mobility Plan
Target group <input type="text" value="communities"/> ▼	

Level <input type="text" value="local/municipal"/>	Description SUMP in number of Slovenian municipalities provide a strategic framework for mobility management and modal shift. SUMP=Sustainable Urban Mobility Plan
Target group <input type="text" value="communities"/>	

Level <input type="text" value="local/municipal"/>	Description Mandatory mobility management plan for new developments (main traffic generators) above certain size in the land-use plan of Ljubljana
Target group <input type="text" value="business"/>	

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:

Integration of public transport system is an important and priority task of the national Ministry of infrastructure in the last decade.

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.**

National subsidies and tax reductions for low emission vehicles.

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

Specify

Noise reduction mapping in main urban area was first step towards noise reduction strategies.

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**

National Strategy (2011) and related Action plan (2015) on children's and youngster's health related to the environment for the period 2012-2020 promotes healthy and safe modes of transport including infrastructure for safe walking and cycling, in particular in urban areas. Several campaigns all over the country are taking part, mainly as part of the EU projects and related to the prepared SUMP's (sustainable urban mobility plans).

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:

All SUMP's put a special focus on these groups as stated in the national Strategy (2011) and related Action plan (2015) on children's and youngster's health related to the environment for the period 2012-2020.

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-national	local / municipal
Transport	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Energy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Housing	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Environment / landscape	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Tourism	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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?**

No

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.**

Municipal spatial plans follow the sustainable mobility principles. Ministry of Infrastructure examines the plans and gives advices to municipalities how to improve them taking into account the integrative approach.

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: there is a platform on SUMP's (sustainable urban mobility plans) available for all stakeholders

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.

Slovenian recent development taking into account the Paris Declaration Goals is adopted Action plan that implements national Strategy on children's and youngster's health related to the environment for the period 2012-2020. The Action plan was adopted

by the Government in July 2015.

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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:

Slovenian platform in sustainable mobility: <http://www.trajnostnamobilnost.si/>

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 | <input type="text"/> |

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:

Action plan that implements national Strategy on children's and youngster's health related to the environment for the period 2012-2020
(http://www.mz.gov.si/fileadmin/mz.gov.si/pageuploads/javno_zdravje_2015/okolje_in_otroci/_akcijski_nacrt_strategija_okolje_in_otroci_090715_.pdf)

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?**