

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

Following the Fourth High-level Meeting on Transport, Health and Environment (4HLM) in Paris on 14-16 April 2014, THE PEP continued to conduct its yearly surveying of Member States on the developments in achieving the goals of the Paris Declaration since 2014. These replies were used for a regional overview on progress made at the 12th Session of the Steering Committee of THE PEP in November 2014.

The answers below were submitted by the listed THE PEP focal point(s) to THE PEP secretariat in fall 2014 and are provided here in an unedited version.

THE PEP
**Transport, Health
and Environment
Pan-European Programme**


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

Country	Bulgaria	Date	31/10/2014
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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.

Please continue with Section B.

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:*

The Operational Programme on Transport 2007 – 2013 promotes the development of the railway, road, waterborne and combined transport infrastructure in compliance with the transport policy of the European Union and the established requirements for development of the Trans-European Transport Network in order to achieve sustainability of the Bulgarian transport system. The Operational Programme Transport and Transport Infrastructure 2014 - 2020 is in process of coordination with the European Commission. <http://www.optransport.bg/en/> <http://www.eufunds.bg/>

Clean and efficient intermodal connections. *Please specify:*

Adopted Strategy for Integration of the Bulgarian Railway Infrastructure into the European Intermodal Transport Network, which main objective is the future development of an efficient intermodal transport system and the delivery of higher quality freight transport services on the Republic of Bulgaria territory, in accordance with EU policy for the intermodal transport system.

Safety measures in road transport. *Please specify:*

Adopted National Strategy for Improving the Road Safety in Bulgaria for the period 2011 - 2020, which main objective is the reduction of number of road accidents until 2020.

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

The promotion of eco-friendly transport is a key issue, mentioned in the following documents: the Operational Programme on Transport 2007 – 2013, the Strategy for Integration of the Bulgarian Railway Infrastructure into the European Intermodal Transport Network, the Strategy for the Development of the Transport System of the Republic of Bulgaria until 2020. National action plan for promotion and accelerated uptake of green vehicles, including electric mobility in the Republic of Bulgaria for the period 2012 - 2014 the National Action Plan sets out the framework of the forthcoming policy and actions to promote the introduction and development of sustainable road transport including electric mobility in the Republic of Bulgaria for the period 2012-2014 years, and responsibilities of the various stakeholders in the implementation of certain European long time to develop a low carbon and resource efficient economy.

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"/>	The Operational Programme "Regional Development", Priority Axis 1: Sustainable and Integrated Urban Development, Operation 1.4 Sustainable Urban Transport Systems supports the development of sustainable urban transport systems in the major urban
Target group	

<input type="text" value="public sector"/>	<p>agglomeration centres - the capital Sofia and the 6 largest cities Plovdiv, Varna, Burgas, Ruse, Stara Zagora and Pleven http://www.bgregio.eu/en/op-regional-development/op-regional-development-priorities.aspx</p> <p>Bulgarian annually is included in the initiative "European mobility week" (EJN), as the Coordinator of the national level is a MEW. The EJN is an annual campaign for sustainable urban mobility, organised by the European organizational secretariat with political and financial support of the DG Environment and DG Transport of the European Commission. The aim of the campaign, which lasted from 16 to 22 September, is to encourage European local authorities to introduce and promote sustainable transport measures and to invite the public to take advantage of "a city without cars!". Within the campaign, come – interest communities identify several areas that could turn into a zone/and designed/only for pedestrians, cyclists and public transport for the day. In 2013. the campaign involved 48 localities from Bulgarian, which by soft measures promoted sustainable behaviour on the road. In 2013, the Gr. Sofia is ranked among the 10 finalists for the prize of the European mobility week. In 2014 in the campaign included 29 settlements of Bulgarian.</p>
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Level	Description
<input type="text" value="national"/> Target group <input type="text" value="public sector"/>	<p>Programme for the Development of Cycling on the Territory of Sofia Municipality 2012 - 2015 http://velobg.org/docs/Veloprograma_2012-2015.pdf</p> <p>"Do the right mix: move wisely" campaign of the European Commission in the Bulgarian (2013-2015)</p> <p>"Do the right mix" is a three-year information campaign on sustainable urban mobility of the European Commission, which has its origins in June 2012. In Bulgarian the campaign goes under the motto "a reasonable move". The main objective of the initiative is to raise public awareness on sustainable urban transport. Coordination at the national level is carried out by the ENVIRONMENT MINISTRY. In the period 2013-2014 in the framework of the campaign promotion takes place among a wide range of stakeholders, as emphasis was placed on the possibilities for "sustainable" navigating the city through an appropriate combination of different modes of transport.</p>

Level	Description
<input type="text" value="local/municipal"/> Target group <input type="text" value="public sector"/>	<p>Programme for Development of Public Transport for Sofia Municipality 2012 - 2015 http://www.google.bg/url?sa=t&rct=j&q=&esrc=s&source=web&cd=1&sqi=2&ved=0CB4QFjAA&url=http%3A%2F%2Fsofia.bg%2Fpressecentre%2Ftransport%2Ftransport_programa.doc&ei=8vRQVM2OFoSfygPYqYDgAw&usq=AFQjCNEiUoN9VY5NppcRglnkA79k7AOSA&bvm=bv.78597519,d.bGQ</p>

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?**

Yes

Please, specify:

Implementation of projects for integrated public transport under Operational Programme "Regional Development" 2007 - 2013. During 2014 – 2020 programming period the planned investments under the Operational Programme "Regions in Growth" will contribute to the overall improvement of the quality of life in cities and will encourage sustainable mobility. Under the operational program "environment" (OPE) 2007-2013 implemented measures to improve air quality by providing environmentally friendly vehicles of public transport. The specific objective of the procedure is to ensure the implementation of activities to improve ambient air quality through the purchase and delivery of new buses, trams, buses and metro trains. At the present moment are delivered and placed in service in accordance with the technical requirements 20 trams with the appropriate equipment to them, 10 metro trains with the appropriate equipment to them, 46 bus with compressed natural gas engines for the Sofia Municipality. Delivered and placed in service, in accordance with the technical requirements are and 79 trolleybuses as follows: Burgas - 16, Varna - 22, Stara Zagora - 5 and Pleven - 36.

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.**

Adopted National Action Plan for Promoting Production and Uptake of Eco-friendly Vehicles, Including Electromobility in Bulgaria 2012 - 2014 http://www.mi.government.bg/files/useruploads/files/vop/national_plan_el.mobiles.pdf National action plan for promoting the production and the accelerated introduction of environmentally friendly vehicles, including electric mobility in Bulgarian Republic for the period 2012-2014, the goal of the national plan is to identify the key measures and activities which must be met in order to stimulate the production and demand/consumption of environmentally friendly vehicles in Bulgarian. Taking into account the European objectives and priorities for intelligent and sustainable economic development, the Bulgarian was one of nine EU Member States, which support with the Joint Declaration the priority development of electric mobility in Europe. With this Act, electric cars are placed in the center of attention and development prospects and competitiveness, integrating industrial development and sustainability. Creating conditions for the introduction of electric cars will provide additional prerequisites for the implementation of European and national objectives in the area of energy and climate change, in particular by 2020, rising to 16% share of energy from renewable sources, while in transport to 10%. As part of the development of "smart grid" electric cars will have major advantage with relevance to energy system, helping smooth the peaks in periods of peak electricity consumption, and the unevenness in the work of some renewable technologies. On the other hand with the advent and development of ecological vehicles will ensure a sustainable future for transport through the introduction of low carbon and energy efficient technologies, innovation and reducing its dependence on fossil fuels. This will ensure the reduction of emissions of greenhouse gases in the atmosphere, a significant part of which is owed to this sector, as a result of the implementation of the objectives against climate change. The national plan of action determines the framework of the upcoming policy and actions to promote the introduction and development of sustainable transport by road, including the electrical mobility in Bulgarian for the period 2012-2014, as well as the responsibilities of the various stakeholders in the implementation of the long-term European route for the development of low-carbon and resource-efficient economy. In 2014, the Ministry of economy and energy launched work on the development of a project of a new long-term strategic document for the promotion of non-polluting vehicles and the development of sustainable mobility in Bulgarian.

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

Yes

Specify

Development and implementation of strategic noise maps and action plans for specific locations and major road sections. In the field of railway transport - Programme for Restricting the Noise Levels on the Territories that are Subject to the Railway Transport Impact was set out by the infrastructure manager (the National Railway Infrastructure Company). Planned measures: laying of new type structures for the track superstructure by using elastic fastening systems, elastomeric damper pads; laying of continuous welded track; laying of new lubricants for rails; laying of new high-speed turn outs; laying of elastic level-crossing pavements; replacement of metal bridge structures without ballast bed; construction of noise absorbing barriers. In the field of road transport - Action Plan on Strategic Noise Mapping for Major Road Sections in the Republic of Bulgaria with over 6 million annual traffic of motor vehicles. The key measures include: making anti-noise barriers; construction of bypasses; use of tyres with low noise emissions; construction of pavement with low level of noise.

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**

Adopted Programme for the Development of Cycling on the Territory of Sofia Municipality 2012 - 2015

http://velobg.org/docs/Veloprograma_2012-2015.pdf

"Do the

right mix: move wisely" campaign of the European Commission in the Bulgarian (2013-2015)

"Do the right mix" is a three-year information campaign on sustainable urban mobility of the European Commission, which has its origins in June 2012. In Bulgarian the campaign goes under the motto "a reasonable move". In the context of the habits of the Bulgarians for the movement, as well as the infrastructure in major cities, the activities are oriented to educate to informed choice and combination of ways of navigating. The message is that as the use of the private car for the daily movements in the city can save money from fuel, to increase their physical activity to help reduce traffic and harmful emissions into the atmosphere, to reduce noise levels.

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:

Adopted Strategy for Provision of Equal Opportunities for Disabled People 2008 - 2015 by the Ministry of Labour and Social Policy. In the field of transport the following measures are applied: railway stations equipped with ramps, information centers, dispatching and medical cares for disabled people; special railway wagons with places, reserved for disabled people; in many cities of the country are reserved parking spaces for disabled people; the main Bulgarian airports are adapted for disabled people; public transport fleet is also partially adapted for people with reduced mobility; administrative buildings and hospitals are adapted to people with reduced mobility. A national strategy for improving road safety in the Republic of Bulgarian for the period 2011-2020, the emphasis in the work of the program are activities related to raising awareness and building attitudes and skills at training parents and educating children about safe behavior on the streets and conducting campaigns to raise the motivation of people to respect traffic rules to protect the life and health of people in traffic. Kids-road users represent a risk group for traffic injuries due to the small social experience, age, physiological and psychological characteristics. Studies identify five basic situations of the everyday life of children, in which they are threatened by road accidents: when playing on the road, on the way to school and back in cycling, using public transport, when using a motor vehicle in the family.

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 Regional Development, Municipalities

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.**

Spacial Development Act <http://www.mrrb.government.bg/?controller=articles&id=389>; National Conception for Spacial Development <http://www.mrrb.government.bg/docs/d747ca682ac1a70380428fd1dc664fb3.pdf>

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:

Please continue with Section C.

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 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

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="text"/> |
| <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.**