

## 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.



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

Country	Greece	Date	08/10/2015
Name of officer (national focal point) responsible for submitting the report			
Institution	Hellenic Ministry of Environment and Energy		
Website	http://www.ypeka.gr/		
Names of the officers (national focal points) from the other two sectors that participated in the preparation of the report	1. Dr. Theofanis Plagianakos 2. Ms. Alexopoulou Eva 3. Stamouli Evangelia		
Institutions	1. Hellenic Ministry of Infrastructure, Transport and Networks 2. Hellenic Ministry of Environment and Energy		
Websites	1. www.yme.gov.gr 2. http://www.ypeka.gr		

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.

The long period of economic depression and corresponding restrictions in state funding are significant obstacles towards implementation of development projects in all sectors of the Greek economy in general. Additionally, due to financial restrictions, there is a reduction in the number of public servants. There are less human resources for more tasks

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 strategic plan for development of transport infrastructure for the time period 2014-2025 is extensively described in the National Strategic Framework for Investments in the Greek Transport Sector (<http://www.saas.gr/5i-programmatiki-periodos/stratigiko-plaisio-ependyseon-metaforon-spem-2014-2025>). This framework has been developed in the context of the EU policies regarding sustainable mobility growth and is funded through ERDF, Cohesion Fund and Connecting Europe Facility. Indicative projects include refurbishment (over a series of EU programming periods) of the complete core rail TEN-T network of the country, development and extension of new metro lines and refurbishment of the old metro line in Athens, development of a light rail network in Athens (tram), development of the Attica suburban railway etc. Specific sections of the framework have been devoted to the improvement of safety, minimization of environmental impact, promotion of railway and multimodality and creation of jobs. The framework is accompanied by a study on environmental impact of the actions to be taken, whereas similar studies have been conducted as Annexes to the regional spatial plans for land use. Thus, planning for public health and minimal environmental effects has been ensured within the guidelines of the EU policies.

Clean and efficient intermodal connections. *Please specify:*

The National Strategic Framework for Investments in the Greek Transport Sector (<http://www.saas.gr/5i-programmatiki-periodos/stratigiko-plaisio-ependyseon-metaforon-spem-2014-2025>) includes connection of the Port of Piraeus to Thriasion Freight Complex for the enhancement of ship-rail intermodality, and subsequently through the Attica suburban rail network, connection to the Athens Airport as well. Rail-port connection lines in other places in the country have been also planned: Volos, Alexandroupolis, Thessaloniki etc. Moreover, the development of Centres of Combined Transport has been also taken into account in order to enhance seamless interoperable multimodal transport flows.

Safety measures in road transport. *Please specify:*

Over the past decade many road safety measures have been funded by the OPs for Transport: road infrastructure improvements at accident black spots, development of dedicated circuits for the examination and assessment of candidate drivers, traffic safety parks for children etc. The policies and specific measures towards improvement of safety in road transport have been extensively described in the National Strategic Plan for Improving Road Safety in Greece, 2011-2020 (<http://www.nrso.ntua.gr/geyannis/images/stories/ge/Research/ntua-rss3-rn54sgr.pdf>). Among other actions, the plan focuses on education on road safety for children and drivers, intensive supervision/control/management of traffic flows, coordination between responsible authorities and maintenance of infrastructure.

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

Planning of new infrastructure for walking and cycling takes place within the Urban Plans for Sustainable Mobility, which are currently under development for most urban areas in Greece. In addition, the Ministry of Transport has formed a Working Group in order to develop a technical manual for cycle lanes, including instructions for safe cycling network planning and construction. The technical manual is expected to ensure uniform implementation in the field of cycling infrastructures throughout the country.

Eco-Tourism. *Please specify:*

There are currently three EuroVelo routes passing through parts of Greece (8, 11, 13). Moreover, due to the morphology of the country, there are numerous walking paths in the mountains, in the countryside and on the islands. The main policies promoting transport in the field of eco-tourism deal with publicity of existing routes and related sightseings, as well as with their preservation with respect to the environment.

### 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"/>	<p>At global national level, the main actions promoting public transport include relevant pricing policies, extension of transport networks and modernization of public fleets. Important interventions have already been implemented or are under development aiming at the enforcement of public transport. In Athens, the two new metro lines, which were completed and started operation in 2000, are being expanded, while new metro lines are in the implementation phase. In Thessaloniki a new metro line is under construction. The operation of suburban railway in the wider area of Athens has already started, the connection to Corinthos was completed, while the connections with Livadia and Chalcida are expected to operate in the near future. Also in 2004, a new tram started operating in Athens with 3 lines reaching from the centre of the city to the southern waterfront suburbs. Concerning rail transport, since 2000, more than 250 km of new rail lines have been constructed (including replacement of old single lines), while more than 220 km rail lines have been converted to electrical driven. Besides, more than 300 km of new rail lines are under construction phase. An extended network of bus lanes of approximately 50 km length has already been created, resulting in the increase of the average speed of buses in Athens from 16 km/h to 23 km/h. The fleet of buses has been renewed to a large extent, while approximately 600 buses approximately use natural gas as fuel and 100 buses operate with engines of Euro V technology.</p>
Target group <input type="text" value="public sector"/>	

Level	Description
<input type="text" value="sub-national"/>	<p>The Regional Operational Programmes in Attica and Thessaloniki 2007-2013, which include planning and construction of Metro in Thessaloniki, extension of the Metro-network in Athens and development/extension of cycling lanes-networks in both regions.</p>
Target group <input type="text" value="public sector"/>	

Level	Description
<input type="text" value="local/municipal"/>	<p>Policies towards education of young people in the field of sustainable transport are being applied in the context of the "Ecomobility" campaign (<a href="http://www.ecomobility.gr/">http://www.ecomobility.gr/</a>), which is being implemented under the aegis of four ministries. Additionally, under the auspices of the Hellenic Ministry of Environment and Energy, more than fifty Greek municipalities and agencies participate in the European Sustainable Mobility activities and actions with temporary and permanent measures aiming to promote sustainable mobility, reduce traffic and improve the quality of life in favour of citizens.</p>
Target group <input type="text" value="communities"/>	

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

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

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

indicator 2.5 **Does your country take any measures to promote high-quality integrated public transport and reducing the need for, and the volume of, car traffic?**

Yes ▼

Please, specify:

The main measures taken include extension of existing public transport networks and modernization of the transport fleets, as part of implementation of projects planned within the National Strategic Framework for Transport. .

### 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.**

Regarding low-emission and electric vehicles, cleaner buses (CNG) have been procured for the Athens Public Transport Authority, whereas tax policies have been implemented in order to promote the use of low-emission vehicles and the legislation framework has been developed for introducing charging stations for electric vehicles at specific points of the road network. Concerning eco-driving, related sections have been incorporated to the Road Safety Code and to educational material used in the examinations of new drivers. As far as urban logistics are concerned, the development of logistics clusters has been proposed for funding from national or EU programmes in order to facilitate sustainable last mile deliveries in urban areas. Additionally, the Ministry of Environment and Energy established Athens Green Ring, by which is encouraged the use of ecofriendly vehicles (vehicles with a rating of Euro 5 emissions standards, vehicles with Euro 4 standard with weight less than 2.2. tons and emissions of less than 140g/km of Carbon Dioxide and hybrid cars). As far as the air pollution is concerned, the Ministry of Environment and Energy operates local networks for monitoring air pollution in the major urban areas of Greece. In the greater Athens area, the network consists of 18 stations that measure air pollutants of which 16 measure ground level ozone. In Voiotia two stations consists in Oinofita and Aliartos under the framework of the Program of Trans boundary Transport of Pollution. The greater Thessalonica area network consists of 8 stations. Thirteen additional stations, all of which measure ozone, are located in other cities. The data are available to the public through the National Environmental Data Center of Ministry of Environment and Energy and through the European Environmental Agency (<http://cdr.eionet.europa.eu/gr>). In addition, the Public Power Corporation of Greece operates 34 air quality stations near its power plants that monitor air pollutants (SO<sub>2</sub>, NO<sub>x</sub>, PM<sub>10</sub>, PM<sub>2,5</sub> and O<sub>3</sub>) and meteorological parameters (wind direction and velocity, temperature and relative humidity). All stations are automated, operating continuously. Data are gathered and kept in a centralised database. Additionally, the customs authorities collect the luxury tax, introduced with Law 3833/2010 starting from 4 March 2010, for cars with a cylinder capacity higher than 2000 cc. As GHG emissions have already decrease in Greece, as a result of the deep recession, it is expected that the implemented / adopted policies and measures in the transport sector will further contribute in GHG reductions of about 150 kt CO<sub>2</sub>eq in 2015 and 300 kt CO<sub>2</sub>eq in 2020.

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

Yes ▼

Specify

As far as the Ministry of Transport is concerned, acceptable vehicle noise emission levels have been reported in the Greek Road Safety Code according to the EU 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**

Regulations concerning cycling have been included in the Road Safety Code, whereas loading of bicycles in the Athens Metro is allowed at specific timezones. Moreover, the Ministry of Transport has formed a Working Group in order to develop a technical manual for cycle lanes, including instructions for safe cycling network planning and construction. The technical manual is expected to ensure uniform implementation in the field of cycling infrastructures throughout the country. The Ministry of Environment and Energy announced the construction of the 27 kilometers "Metropolitan Cycle Path" which is going to be

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:

Some buses accessible to invalid people have been introduced in urban areas, whereas elevators exist in Metro stations. Ramps have been constructed in most part of the transport network. However, there is lack of control on whether these ramps remain unblocked by parked vehicles on a 24/7 basis. As far as children are concerned, a programme listing safe accessibility alternatives to school has been developed, while safety measures have been taken in the vicinity of school buildings (signs for speed reduction, officers responsible for safe street crossing etc).

## 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 checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Energy	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Housing	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Environment / landscape	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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?**

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.**

Spatial strategic plans, including effects of transport planning, are developed at regional level approximately every decade, taking into account the corresponding environmental impact. Urban master plans including environmental issues are being developed in the last decades and have been completed for three major urban areas (Athens, Thessaloniki, Ioannina).

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

No ▼

**If YES, please indicate how they are done?**

- academic education
- training for professionals
- other, please specify:

### 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.

A Joint Ministerial Decision (Ministry of Infrastructure, Transport and Networks - Ministry of Environment and Energy) has been issued in January 2015, which determines the terms, conditions and technical requirements of charging equipment for electric vehicles to be installed at specific points of the transport network including gas stations and facilities for technical inspection of vehicles.

## 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

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="text"/> |
| <input type="checkbox"/> Academia    |   |

indicator 7.2 **Is integration of the three sectors reflected in any other national policy document(s)?**

No

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)?**

No

Please list main documents:

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?**

No

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

Yes

## 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?**

Pilot projects could be developed in order to provide motivation to national authorities (environmental, transport and health sector) to cooperate in the framework of a working group.