

Reporting on progress made since 2009 on the attainment of the Amsterdam Goals



Following the Third High-level Meeting on Transport, Health and Environment in January 2009, the Steering Committee and its Bureau underlined the importance of monitoring the implementation of THE PEP programme and of progress made by Member States toward the attainment of the four Amsterdam Goals. These reports will facilitate the assessment of progress made and provide valuable information about the achievements and obstacles encountered by Member States and other stakeholders in attaining the Amsterdam Goals and in implementing THE PEP.

The answers below were submitted by the listed THE PEP focal point(s) to THE PEP secretariat in fall 2012 and are provided here in an unedited version.

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

Country	<input type="text" value="Croatia"/>	Date	<input type="text" value="1 October 2012"/>
Name of officer (national focal point) responsible for submitting the report	<input type="text" value="Marina Prelec"/>		
Institution	<input type="text" value="Ministry of Environmental and Nature Protection"/>		
Names of the officers (national focal points) from the other two sectors that participated in the preparation of the report	<input type="text" value="1. Valerija Golub
2. Ružica Jurić"/>		
Institutions	<input type="text" value="1. Ministry of Health
2. Ministry of Maritime Affairs, Transport and Infrastrucutre"/>		

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.

Section B: Implementation of the Amsterdam 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:*

National Strategy for Sustainable Development of the Republic of Croatia (Official Gazette 30/2009) Chapter 7. (Connecting Croatia); Measure 6. - Increase investments in the development of the railway infrastructure by ensuring the competitiveness of Croatian Railways with other types of transport, develop and build suburban railway infrastructure and increase efficiency and reliability of railway transport.

Clean and efficient intermodal connections. *Please specify:*

Safety measures in road transport. *Please specify:*

Transport Development Strategy of the Republic of Croatia. There is also a National Council for Safety of Road Traffic

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

National Strategy for Sustainable Development of the Republic of Croatia (Official Gazette 30/2009) Chapter 7. (Connecting Croatia); Measure 6. - Increase investments in the development of the railway infrastructure by ensuring the competitiveness of Croatian Railways with other types of transport, develop and build suburban railway infrastructure and increase efficiency and reliability of railway transport. 7. Increase investments in the modernisation and development of the port infrastructure and standards for maritime safety and protection against pollution. Measure 8. - Continue to develop the network of county and local roads. Measure 10. - Increase safety and investments in the infrastructure to promote walking and bicycle use. Also, the cities of Ljubljana (Slovenia), Ghent (Belgium), Zagreb (Croatia), Brno (Czech Republic) and Porto (Portugal) joined together in the CIVITAS ELAN project "Mobilising citizens for vital cities". They have agreed on the mission to 'mobilise our citizens by developing with their support clean mobility solutions for vital cities, ensuring health and access for all.

Eco-Tourism. *Please specify:*

National Strategy for Sustainable Development of the Republic of Croatia (Official Gazette 30/2009) Chapter 3 (Sustainable Production and Consumption); Measure 6. - Encourage the development of ecological food production and ensure sufficient quantities of high-quality food, attract tourists, develop ecotourism and agro-tourism, ensure exports of recognisable national products; Measure 17. - Develop tourism in accordance with construction criteria, spatial plans and accommodation capacity and efficient adjustment to restrictions and opportunities offered by protected areas, with the aim to preserve biodiversity, natural and cultural heritage is the basic starting point for the sustainable development of tourism. Also, in the framework of the national Environmental Label award scheme "Environmentally friendly", the Ministry of Environmental and Nature Protection has developed criteria for awarding providers of accommodation in hotels and campsites that have fulfilled all requirements. The Environmental Label has been awarded for tourist services in Croatia since April 2011.

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
national ▼	National Strategy for Sustainable Development of the Republic of Croatia (Official Gazette 30/2009); Chapter 7. (Connecting Croatia); Activities or Measures to Achieve the Overall Objective
Target group	

	<p>with Specific Objectives; -</p> <ol style="list-style-type: none"> 1. Promote the use of cleaner fuels and technologies and transfer to those forms of transport that use energy efficiently. 2. Redirect transport from roads to more environmentally acceptable systems - sea, inland waterways, railway and short sea shipping. 3. Enhance collective transport and the selection of transport options by raising the quality of public transport as well as of bicycle and pedestrian zones. 4. Limit access to vehicles (pedestrian zones, limited parking zones, etc.). 5. Encourage energy efficient use of private vehicles (fuel efficiency, energy efficient driving, etc.) 6. Increase investments in the development of the railway infrastructure by ensuring the competitiveness of Croatian Railways with other types of transport, develop and build suburban railway infrastructure and increase efficiency and reliability of railway transport. 9. Use telecommunications to reduce physical transport (telecommuting, internet business, performance of public administration-related activities, telemedicine, etc.). 10. Increase safety and investments in the infrastructure to promote walking and bicycle use. 11. Plan cities in a way to reduce the need for physical transport of persons and goods (grouping of public administration offices, etc.).
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<p>Level</p> <p>national ▼</p> <p>Target group</p> <p>▼</p>	<p>Description</p> <p>• Strategy for restructuring and modernisation of Croatian Railways</p>
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<p>Level</p> <p>national ▼</p> <p>Target group</p> <p>▼</p>	<p>Description</p> <p>• National Railway Infrastructure Programme 2008 – 2012</p>
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indicator 2.2 **Does the government raise awareness of mobility choices?**

Yes ▼

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

Yes ▼

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

Yes ▼

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

▼

Please, specify:

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.**

Preparation of Croatia's low carbon strategy is underway with the aim of its inclusion in the Plan on air protection, ozone layer protection and climate change mitigation, planned for adoption by the end of 2012.

One of the main tasks is to ensure active action for environmental protection, providing sustainable long-term planning framework for all sectors and sustainable use of natural resources in all sectors. Therefore, series of sectoral workshops will be organized jointly by the Ministry of Environmental and Nature Protection and United Nations Development Programme (UNDP) in order to prioritize measures regarding reducing GHG emissions. First workshop was organized for transport sector and was hosted and supported by Ministry of Maritime Affairs, Transport and Infrastructure. Final list of measures selected by experts include:

- Incentives to switch to low-carbon vehicles;
- Transport and infrastructure for bicycles;
- More efficient public transport;
- Better planning and organization of transport in cities;
- Shift from road transport to rail transport;
- Increase energy efficiency in transport (aggregate measure).

Environmental Noise Directive (2002/49/EC) is fully transposed in Noise Protection Act (OG 30/09) and Ordinance on the method of preparation and content of noise maps and action plans and on the method of calculating limit values of noise indicators (OG 75/09). According to the Noise Protection Act, cities with more than 100,000 inhabitants shall draw up strategic noise maps and action plans. The obligation to draw up strategic noise maps and action plans also applies to owners or concession holders of industrial areas, major roads, major railways and major airports. Measures mentioned in Noise Protection Act are set with the aim of avoiding, preventing or reducing the harmful effects of noise on human health caused by environmental noise.

Ministry of Health is the main beneficiary of the project "Technical Assistance for Development of National Environmental Noise Strategy for the Republic of Croatia" financed by EU within the IPA pre-accession funds. Project has started in October 2011 and currently is in the implementation phase which is nearing to its end. The main objective of this project is to support strengthening capacities and implementation of the environmental acquis for environmental noise protection in Croatia. The main purpose of the project is to prepare the National Environmental Noise Strategy and the respective action plan aimed at supporting Croatia in implementing the Environmental Noise Directive 2002/49/EC. National Strategy for Sustainable Development Strategy of the Republic of Croatia (Official Gazette Nr. 30/2009), Chapter 7. (Connecting Croatia); List of Activities or Measures to Achieve the Overall Objective with Specific Objectives; Activity 1. - Promote the use of cleaner fuels and technologies and transfer to those forms of transport that use energy efficiently.

Activity 2. - Redirect transport from roads to more environmentally acceptable systems - sea, inland waterways, railway and

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

Yes

Specify

Speed limits for certain roads, setting noise barriers. There are also incentives for transporters to purchase environmentally friendly vehicles

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 for Sustainable Development of the Republic of Croatia (Official Gazette Nr. 30/2009), Chapter 7. (Connecting Croatia); List of Activities or Measures to Achieve the Overall Objective with Specific Objectives; Measure 10.- Increase safety and investments in the infrastructure to promote walking and bicycle use. A national program to promote cycling is in the process of drafting.

indicator 4.2 **Do transport policies and actions in your country focus on vulnerable groups such as children and persons with reduced mobility?**



Specify:

Section C: Implementation of THE PEP

5. THE PEP Implementation mechanisms (please see the Amsterdam Declaration para 6-8)

NATIONAL TRANSPORT, HEALTH AND ENVIRONMENT ACTION PLANS (NTHEAPs)

More information:

[Draft manual on developing NTHEAPs](#)

indicator 5.1 **Does your country have a NTHEAP or similar tool?** No ▼

Was THE PEP helpful in the development of your country's NTHEAP? ▼

If available, please provide a web link to your country's NTHEAP:

http://

indicator 5.2 **What is the current status of your country's NTHEAP?** Not planned ▼

indicator 5.3 **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:

[Workshop in Moscow, 2012](#)
[Workshop in Kyiv, 2011](#)
[Workshop in Batumi, 2010](#)
[Workshop in Skopje, 2010](#)
[Workshop in Pruhonice, 2009](#)

indicator 5.4 **Has your country contributed to THE PEP relay race workshops?** No ▼

If YES, how?

- technical contribution (in kind)
- financial contribution

THE PEP PARTNERSHIP

More information:

[Terms of reference of THE PEP Partnership](#)

indicator 5.5 **Does your country contribute to THE PEP Partnership?** No ▼

If YES, how?

- technical expertise (in kind)
- direct financial contribution

indicator 5.6 **Are there any formal networks/platforms of professionals who are involved in THE PEP issues in your country?**

No ▼

Please specify:

indicator 5.7 **Are these networks/platforms supported by the government?**

No ▼

If YES, please indicate how:

- direct funding
- in kind
- political

6. Policy, regulatory and operational frameworks that support the promotion of THE PEP

indicator 6.1 **Do you have a coordinating body and/or a formal structure for implementation of THE PEP within your government?**

Yes ▼

Represented sectors:

<input checked="" type="checkbox"/> Transport	<input type="checkbox"/> Education
<input checked="" type="checkbox"/> Environment	<input type="checkbox"/> Urban planning
<input checked="" 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 6.2 **Is integration of the three sectors reflected in any other national policy document(s)?**

Yes ▼

Please list main documents:

National Strategy for Sustainable Development of the Republic of Croatia (Official Gazette No. 30/2009), Environmental Protection Act (OG No.110/07)

indicator 6.3 **Is public awareness in relation to the integration of the three sectors addressed in relevant national document(s)?**

Yes ▼

Please list main documents:

National Strategy for Sustainable Development of the Republic of Croatia (OG No. 30/2009), Environmental Protection Act (OG No.110/07)

indicator 6.4 **Are public budgets and/or economic incentives available specifically to support integration of the three sectors?**

No ▼

Please specify:

7. Future of THE PEP

Indicator 7.1 **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 7.2 **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.**

The main weakness is lack of communication and cooperation between three relevant ministries.

Indicator 7.3 **How could THE PEP better support national efforts to integrate transport, environment and health policies and achieve sustainable transport?**