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**ECONOMIC COMMISSION FOR EUROPE**  
Joint Meeting on Transport and the Environment  
(Third session, 6 June 2000)

**DRAFT WORK PLAN FOR THE IMPLEMENTATION OF THE  
PROGRAMME OF JOINT ACTION AT THE INTERNATIONAL  
LEVEL, COVERING THE PERIOD JULY 2000-JUNE 2001**

1. During its second session on 6 July 1999, the Joint Meeting on Transport and the Environment requested the national focal points, lead actors and other experts to establish, and submit to it, a revolving work plan that could be revised annually (JMTE/1999/5, para. 5 (b)).
2. Consequently, the secretariat sent a questionnaire to all lead actors requesting information on their work plans for the period July 2000-June 2001, their objectives for that period, their methods of work and the time schedules for their activities.
3. This document is based on the nine responses (Finland, Italy, Netherlands, Sweden, Switzerland, European Conference of Ministers of Transport (ECMT), International Civil Aviation Organization (ICAO), International Maritime Organization (IMO), United Nations Economic Commission for Europe (UN/ECE)) received by 29 February 2000 to the 14 questionnaires that were sent. It details the international elements of the Programme of Joint Action and their lead actors, in line with document JMTE/1999/4, and indicates the lead actor work plans for each of those elements. This document was discussed during the expert meeting and is now presented for approval to the Joint Meeting on Transport and the Environment at its third session on 6 June 2000.

## **THE PROGRAMME ELEMENTS FOR THE INTERNATIONAL LEVEL**

### **I. TOWARDS SUSTAINABLE TRANSPORT**

- (a) Develop further fundamental principles of sustainable transport upon which Governments' strategies and decision-making processes related to transport could be based

Lead country/body: ECMT, OECD

Timeline set by the Conference: 1998

- (b) Study the linkage between different economic growth scenarios and transport demand

Decision: Invitation to ECMT, OECD

- (c) Develop further common approaches and methodologies towards internalization of external costs, as well as the use of economic instruments

Lead country/body: UN/ECE, ECMT, OECD, ICAO

Timeline set by the Conference: 2000

#### **(i) ECMT**

##### **Objectives for the period:**

- The report “Variation and Differentiation Strategies in Road Taxation” will be completed;
- The survey of internalization policies is under preparation;
- The draft report “Efficient transport taxes: International comparison of the taxation of freight and passenger transport by road and rail” is under preparation.

#### **(ii) ICAO**

##### **Objectives for the period:**

In response to a request by the ICAO Assembly at its thirty-second session, the ICAO Council's Committee on Aviation Environmental Protection (CAEP) is considering the use of market-based options, including emission-related levies, emissions trading and voluntary agreements, as a means of limiting greenhouse-gas emissions. Work on an initial set of specifications for various market-based options has recently been completed and analysis of the associated economic impacts and environmental benefits will begin shortly. Meanwhile, work will continue on refining these options and assessing administrative and legal issues.

##### **Time schedule:**

The assessment and option refinement process will continue over several months, leading to the preparation of an assessment report in time for the next full CAEP meeting in early 2001. A report will subsequently be prepared for the Assembly's next session in autumn 2001.

- (d) Develop further, on the basis of already established monitoring and reviewing procedures, a common theoretical base and methodologies for collecting, analysing and reporting data on transportation activities and their environmental and health consequences. Develop a proposal for a pan-European regular exchange and publication of data and analysis in this respect

Lead country/body: UN/ECE, ICAO, IMO

Timeline set by the Conference: 2000

**(i) IMO**

**Objectives for the period:**

Protection of the maritime environment from pollution from ships.

**Methods of work:**

Meetings of the Marine Protection Committee (MPC).

**Time schedule:**

- MEPC 44: 6-15 March 2000;
- MEPC 45: 2-6 October 2000;
- MEPC 46: June 2001.

**(ii) UN/ECE**

**Objectives for the period:**

To continue work to develop appropriate methodologies and terminology for the collection of harmonized data on the environmental impact of transport, as well as to develop indicators of sustainable transport and apply these indicators to UN/ECE countries in transition.

**Methods of work:**

- Continued work in the context of the UN/ECE Working Party on Transport Statistics (WP.6) to obtain improved transport statistics with environmental relevance (through the Common Questionnaire for Transport Statistics) in cooperation with Eurostat and ECMT;
- Organization of a Workshop on the extension of TERM (Transport and Environment Reporting Mechanism) to UN/ECE countries in transition in cooperation with the European Environment Agency of the European Union.

**Time schedule:**

- Common questionnaire: September 2000 and subsequent years;

- Workshop on TERM; September 2000, Copenhagen;
- WP.6: October 2000.
- (e) Explore the development of further environmental and health criteria and quality standards, in particular for transport-related impacts, which are not yet covered, e.g. cancer risks, consumption of non-renewable resources, land use and nature protection, soil and groundwater quality  
Decision by the Conference: Invitation to WHO
- (f) Develop mechanisms for a better coordination and close cooperation with respect to bilateral, interregional transport and environmental planning procedures for transport projects with transboundary environmental impacts
- (g) Support the implementation of a Programme of Joint Scientific and Research Investigation on the problem of transport and the environment and recommend long-term international financing
- (h) Assist countries in transition in restructuring transport engineering and oil-refining industries to enable them to produce more environment-friendly products through more environment-friendly processes and encourage international projects for joint ventures
- (i) Study the possibility of making better use of existing funds (such as TACIS, PHARE) for assistance to countries in transition in order to finance joint research and projects in the field of transport, vehicles and the environment with participation from European and international financial institutions
- (j) Assist countries in transition in the development and implementation of training programmes for transport managers and specialists on the problem of transport and the environment
- (k) Develop mechanisms for sharing best practice and models for national plans in the field of transport and the environment (including land-use planning aspects), to be followed up at the pan-European level (e.g. by organizing a conference on the problems of sustainable transport development in Europe)

Lead country/body: Austria

## **II. PROMOTING LESS POLLUTING VEHICLES AND FUELS**

- (a) Strengthen existing emissions standards for road vehicles. Continue the development of proposals on environmental standards in the field of road vehicle construction and traffic safety

Lead country/body: UN/ECE, CEN

Timeline set by the Conference: 1997-1999

### **(ii) UN/ECE**

#### **Objectives for the period:**

At the invitation of the UN/ECE Working Parties on Road Traffic Safety (WP.1) and on the Construction of Vehicles (WP.29), experts from the International Motor Vehicle

Inspection Committee (CITA) prepared a proposal for a draft revision of Annex 2 to the consolidated resolution on road traffic (R.E.1): Periodic Inspection of Vehicles - Checks to be carried out.

This annex contains a list of items that should be included in a periodic vehicle inspection. Concerning environmental protection, the following general principle applies:

- Inspections are not limited to safety, but include items related to environmental protection (e.g. exhaust emissions and noise).

Item	Method	Principal reasons for rejection
<b>8. NUISANCE</b>		
<b>8.1. Noise</b>		
	Evaluate subjectively or measure sound level in accordance with Regulations	Noise level excessive or exceeds limits specified in Regulations for vehicle type
<b>8.2. Exhaust emissions</b>		
8.2.1. Positive-ignition engines	Measure gaseous emissions using an exhaust gas analyser in accordance with Regulations	(a) Any gaseous emission exceeds levels specified in Regulations for vehicle type (b) Emission control equipment absent or obviously defective
8.2.2. Compression-ignition engine	Measure opacity using an opacity metre in accordance with Regulations	Opacity greater than levels specified in Regulations for vehicle type

This document will be considered by WP.29 and WP.1 this year and if approved it may be added to the Consolidated Resolution on Road Traffic Safety (R.E.1). R.E.1 is a series of non-binding recommendations to Governments covering many road-safety-related fields. It is constantly revised by WP.1.

- (b) Establish recommendations for the production, marketing and use of clean vehicles and for the inspection of their environmental characteristics. These recommendations have to take into account the different economic situations in ECE member countries
- (c) Establish, if and where appropriate, European legislation to curb noise emissions from aircraft
- (d) Develop recommendations on fiscal measures and other mechanisms directed at stimulating production and use of more energy-efficient vehicles

- (e) Develop and tighten environmental standards with the perspective of the year 2005 and beyond for off-road and rail vehicles and for ships. Submit proposals for relevant amendments to international agreements
- (f) Develop quantitative objectives and timetables for the reduction of energy consumption for new road and rail vehicles, sea and internal navigation vessels and introduction of more energy-efficient vehicles based on national programmes
- (g) Establish instruments for the production, marketing and use of clean fuels on a voluntary basis until stricter fuel standards are implemented
- (h) Strengthen existing fuel quality standards, in particular, regarding their sulphur and carcinogenic compounds' limits, enabling the design of clean engines and the reduction of their environmental and health impact

Lead country/body: Finland

**(i) Finland**

**Objectives for the period:**

Finland's Ministries of Transport and Communications, and of the Environment are planning a two-day seminar. Its objective is to give countries knowledge, useful tools and contacts to put into practice the newest standards for cleaner vehicle fuels either through legislation or on a voluntary basis. The topics will be of high international interest. The two-day seminar will comprise working sessions and excursions. It is targeted at EU applicant countries, but other participants are also welcome.

**Methods of work:**

Two-day seminar.

**Time schedule:**

The seminar has been planned for November 2000.

- (i) Develop international recommendations for the withdrawal of highly emitting vehicles, including scrapping, recycling and reusing of spare parts

Lead country/body: ECMT

**(i) ECMT**

**Objectives for the period:**

The report Cleaner Cars: Fleet Renewal and Scrappage Schemes is completed and will be published in the first quarter of 2000.

- (j) Develop national and international regulations to avoid new registration in other ECE countries of vehicles already withdrawn, according to the above recommendations for highly emitting vehicles

Lead country/body: UN/ECE

- (k) Develop regulations to restrict the use of highly emitting vehicles in areas with high environmental burden, e.g. traffic bans in cities and sensitive areas
- (l) Establish international programmes for the training of specialists involved in certification and testing of vehicles and for quality management procedures regarding transport in general
- (m) Encourage international cooperation and provide technical and financial support to countries in transition for developing road vehicle inspection programmes and similar programmes for trains and ships
- (n) Develop guidelines for fuel quality control and on-site spot testing of fuel quality at sales points

### **III. PROMOTING EFFICIENT AND SUSTAINABLE TRANSPORT SYSTEMS**

- (a) Develop common indicators for assessing the efficiency and environmental performance of each mode of transport, carry out emission factor measurements, initiate joint research development for calculation methods and models for the assessment of the harmful effects of transport
- (b) Develop recommendations to facilitate the shift of road and short-haul air traffic to rail and inland water as well as to coastal and maritime shipping
- (c) Develop and implement programmes to establish an attractive network of all public transport means by improving and promoting the:
  - coordination between rail, bus and public transport and other modes on a national and international level;
  - intermodality, interoperability, logistics and services;
  - upgrade and extension of infrastructure;
  - wider use of environmentally sound and user-friendly public transport vehicles;
  - wider use of demand-oriented, flexible public transport system
- (d) Develop and implement programmes to build up an efficient European rail freight network by improving and promoting the:
  - modernization and extension of rail and combined transport infrastructure;
  - interoperability and coordination between rail systems, e.g. by harmonization of safety and operational regulations;
  - upgrade and wider use of environment-friendly rolling stock;
  - logistics and services, e.g. by wider use of innovative combined and rail systems, in goods transport;

- establishment of international rail freight companies
- (e) Assess the environmental, economic and social impacts of infrastructure investments and develop and implement environmental guidelines for infrastructure investments
- (f) Support joint projects and develop recommendations aimed at improved efficiency of vehicle fleets, transport operations and transport infrastructure by e.g. improved logistics, use of telematic, increased loading factors of trucks and development of standardized packing units
- (g) Implement international legal instruments aimed at the facilitation of border crossing
- (h) Promote work towards the integration of Strategic Environmental Impact Assessment in national and international transport planning processes and support the work undertaken under the Espoo Convention as appropriate\*

Lead country/body: Finland, Croatia

- (i) Take the necessary measures to create the conditions for free and fair competition between the various modes of transport, including the removal of market distortions as a result of subsidies and tax policies not taking fully account of external costs
- (j) If it has not yet been done, recommend to accede to the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) and to implement its provisions
- (k) Introduce the necessary legal, administrative and fiscal measures to simplify procedures for and to encourage the establishment of combined transport terminals

Lead country/body: Switzerland

**(i) Switzerland**

**Objectives for the period:**

Regarding future work in combined transport, the trend towards stagnation and/or decline in the volume of goods carried through combined transport, observed since 1998, should be examined on an urgent basis. We propose that the focus of the work should be shifted accordingly.

Preliminary discussions within the ECE Combined Transport Group indicate that this trend is mainly attributable to rail problems. With increasing frequency, haulage capacities are proving to be insufficient, which leads to delays in the convoys' arrival and subsequent loss of clients.

Consequently, a closer look should be taken at the following:

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\* Reservation entered by Germany.



Whether the current work on the interoperability of rolling stock will make it possible to improve the situation so as to avoid a change of locomotive at borders or whether measures such as the establishment of a European locomotive pool, to which both current and future rail enterprises would have access, should be recommended;

Whether other measures are needed, for example in the area of tariffs.

**Methods of work:**

A questionnaire aimed at determining more precisely the causes of the drop of volume of goods carried by combined transport and setting priorities among the different measures which might be taken will be submitted to the member States of ECE.

Subsequently, a report will be prepared by Switzerland, the “lead actor”. To avoid duplication, this document should review the work already undertaken to improve the quality of rail transport (for example: EU work on interoperability/locomotive pool).

The replies obtained will be used to define the distribution of tasks among the different international organizations aimed at implementing the measures planned.

The report might then be finalized either in the framework of an ad hoc workshop or within the ECE Group on Railways.

**Time schedule:**

First half of 2000: questionnaire;

End of second half of 2000: draft report.

- (l) Identify a set of major international combined transport corridors and related terminals within the AGTC and the newly signed Protocol to that Agreement

**IV. PROTECTION OF SENSITIVE AREAS**

Lead country/body of the chapter: Austria, Italy, Slovenia

- (a) Develop international measures aimed at reducing health and environmental impacts in areas where critical loads, air quality standards and noise limit levels are exceeded
- (b) Encourage the development of criteria for the definition and identification of sensitive areas for the protection of health and the environment and conditions for transport in these areas
- (c) Develop reference criteria for appropriate charging of infrastructure costs and external costs
- (d) Develop priority programmes for accelerating the improvement and extension of logistics and infrastructure for rail and combined transport and strengthening their competitiveness in particular in corridors with a high share of trans-European transit traffic

- (e) Develop a network of cooperation and a programme of pilot projects and exchange of best practices for transport solutions protecting sensitive areas
- (f) Prepare reference criteria and guidelines on the intermodal and integrated approach to transport infrastructure planning and the use of infrastructure which takes properly into account environmental, economic and social aspects of sensitive areas

**(i) Austria (for the chapter)**

**Objectives for the period:**

Develop criteria for sensitive areas.

**Methods of work:**

Austria's Environment Ministry has initiated a study to develop such criteria.

**Time schedule:**

The study will be presented at a kick-off workshop in the summer.

**(ii) Italy (for the chapter)**

**Objectives for the period:**

To define a monitoring and prevention strategy for sensitive areas. Different workshops have been planned. Their results will be used as a basis for study, further reflection and analysis.

**Methods of work:**

- The outcome of the international conference "Pollution from cross-border traffic and alternatives for a sustainable mobility" (17 and 18 February 2000) will be used as an input for the activities in 2000;
- A workshop on the traffic of hazardous freight will take place in the area of Trieste.

**Time schedule:**

End of 2000: preparation of a workshop on the traffic of hazardous freight in the area of Trieste.

**V. PROMOTING SUSTAINABLE URBAN TRANSPORT**

- (a) Elaborate policy guidelines on the integration of land-use and transport planning and further dissemination of information on the use of EIA methods and procedures for transport systems in towns and densely populated areas

Lead country/body: ECMT

**(i) ECMT****Objectives for the period:**

The project is comprised of three principal parts: a series of workshops on particular topics, a survey of cities, and a series of national urban travel policy reviews.

- Three of the four planned workshops have been held to date. A fourth workshop will take place in Washington, D.C., examining institutional and public consultation issues.
- Survey of Cities: A questionnaire has been sent to over 250 cities requesting information on urban travel patterns and systems as well as policy implementation in the areas of urban transport, environment and land-use planning. The responses will constitute the statistical basis for the project's final report.
- Country Reviews of Urban Travel Policies: A series of national in-depth peer reviews was launched in order to provide a detailed view of urban travel policy-making in particular countries. The Netherlands, Sweden, Norway and Hungary have expressed an interest in undergoing an in-depth peer review. The first review took place in June 1999 in the Netherlands. The reviews of Hungary, Sweden and Norway will follow. These in-depth reviews will be complemented by self-reviews to be undertaken by a number of countries.

**Methods of work:**

- Workshop;
- Analysis and synthesis of questionnaires;
- Review of Urban Travel Policies.

**Time schedule:**

Workshop in Washington, D.C., examining institutional and public consultation issues:

September 2000;

- Analysis and synthesis of questionnaires: 2000;
- Review of Urban Travel Policies: Hungary: second quarter 2000; Sweden: late 2000; Norway: early 2001;
- The final report of this project will be prepared in 2001.

- (b) Elaborate recommendations on economic and other instruments to promote low- or zero-emission urban vehicles, strengthen the ongoing international cooperation in this field

Lead country/body: UN/ECE

- (c) Initiate the joint development of projects, exchange of views and experiences connected with the definition of calculation methods and models for assessment of pollutant emissions from urban transport and their dispersion in the atmosphere under urban conditions

- (d) Develop further the EU Charter for pedestrians, enlarge it to the pan-European level and extend it by including the needs of cyclists

Lead country/body: Netherlands

**(i) Netherlands**

**Objectives for the period:**

- To establish guidelines and indicators for national policies to promote the use of the bicycle, including technical and organizational measures for the development of cycle-track networks;
- To benchmark national cycle policies of existing and applicant countries of the European Union.

**Methods of work:**

- (a) A pilot project to benchmark the national cycle policies of three to six countries on the basis of a provisional set of indicators;
- (b) A workshop for European countries to formulate recommendations and indicators;
- (c) A project to further develop the indicators and to benchmark national cycle policies of other European countries;
- (d) A workshop to present the final conclusions and establish a final list of indicators.

All activities will be carried out in cooperation with the European Commission.

**Time schedule:**

- (a) First half of 2000;
- (b) June 2000 (Velo Mondial, Amsterdam);
- (c) Second half of 2000, first half of 2001;
- (d) September 2001 (Velo-city International Conference, Edinburgh).

- (e) Assist in the development and realization of bilateral and multilateral projects and of projects of international financial organizations related to the development and modernization of public passenger transport systems in big cities and the improvement of the environmental performance of the urban road network

## VI. PROMOTING SAFE TRANSPORT OF DANGEROUS GOODS

Organize seminars and/or educational programmes for transport operators, training workshops, especially for countries in transition

## VII. LIMITING THE ENVIRONMENTAL IMPACT OF AIRCRAFT AND SHIPS

- (a) Conduct joint scientific research into the impact of aircraft engine emissions, taking into account the forthcoming special report from IPCC on aviation and the global atmosphere and the Montreal Protocol's Ozone Scientific Assessment Panel

Lead country/body: Norway

- (b) Encourage ICAO to take further action to control on a worldwide basis the emissions of aircraft in the atmosphere and around airports by such means as substantial tightening of existing NO<sub>x</sub> standards, the development of CO<sub>2</sub> standards for aircraft

- (c) Develop a model and take initiatives within ICAO to introduce a worldwide levy on kerosene

Lead country/body: Switzerland

### (i) Switzerland

#### **Objectives for the period:**

To encourage an ICAO recommendation on environmentally motivated charges, including fuel charges, at the ICAO Assembly in September 2001.

#### **Methods of work:**

Through active participation at the ICAO Committee on Aviation Environmental Protection (CAEP), WG5 (Market Based Options) and through coordination between interested European countries within the European Civil Aviation Conference. WG5 is analysing a wide variety of market instruments, including fuel charges, emissions trading and en-route charges, in order to assess their potential environmental and economic impact.

#### **Time schedule:**

AEP/WG5 has been established following coordinated initiatives mainly by European countries. This group must present its report ahead of the 2001 Assembly.

- (d) Promote the ratification of MARPOL 73/78 Annex VI on air pollution from ships, and the further reduction of NOx emissions from ships through establishing cost-effective measures to reduce emissions from existing ships engines, as well as through promoting an early revision of the NOx Code for new engines

Lead country/body: Sweden

**Objectives for the period:**

- To further emphasize the importance of adapting shipping to the needs of the environment, the Swedish Maritime Administration will consider the possibility of increasing the rebate, particularly the sulphur rebate, applied to fairway dues. The reason for this is that a substantial number of ferries and ships in frequent traffic still have not taken advantage of the system. One option being considered by the Administration is a slight increase in that portion of the fee which is linked to the goods being transported, and to use this revenue to increase the sulphur rebate;
- At the same time, Sweden should continue to actively promote the international application of economic control instruments for lessening shipping-generated air pollution. Aaland is discussing an environmental differentiation of port dues, and there is a proposal in Norway to make a ship's environmental performance a factor when determining the tonnage taxes that are levied there;
- The Swedish Maritime Administration plans to review its dues structure during the coming year with a view to uniformly rebating the dues for trans-oceanic scheduled traffic, auto carrier traffic, and scheduled traffic in the Mediterranean, starting in 2001. The effect of this might be a somewhat higher cost level for the trans-oceanic scheduled traffic.

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