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Third session (6 June 2000)

PROGRAMME OF JOINT ACTION ACTIVITIES AT THE NATIONAL LEVEL

Draft projects list

Background

1. In December 1999, the secretariat sent a questionnaire to all national focal points requesting them to identify national projects or activities aimed at implementing elements of the Programme of Joint Action to which they attach special priority. An informal document reflecting those responses was presented to the Ad hoc meeting of national focal points, lead actors and other experts of the Programme of Joint Action on Transport and the Environment (Geneva, 7-8 February 2000). This expert meeting recommended to simplify the format of the document and to highlight the expertise of the countries (JMTE/AC.1/2000/2, para. 17 b and c). An additional deadline was given to those countries that could not respond to the questionnaire on time.
2. This document contains abbreviated responses from Croatia, Czech Republic, Finland, France, Germany, Hungary, Italy, Kazakhstan, Netherlands, Poland, Romania, Russian Federation, Slovakia, Slovenia, Spain, Sweden, Switzerland and The former Yugoslav Republic of Macedonia. Longer versions are available at the secretariat.
3. The annex to this document presents the points of interest raised during a round table discussion at the expert meeting of 7-8 February 2000 (JMTE/AC.1/2000/2 paras. 10-11 and 17b). It highlights for which points countries and organizations can offer specific expertise, or wish to receive it. It is aimed at facilitating the exchange of information and experiences in the

field of transport and the environment among member countries. A list of contact persons is available at the secretariat and in the POJA website (www.unece.org/poja).

Methodology

4. The following methodology was used. A questionnaire containing a table with all the national elements of the Programme of Joint Action was sent to all national focal points. They were requested to fill in the table by indicating those elements that the country is implementing or intends to implement.

5. As a second step, national focal points were requested to report briefly on those specific projects or activities that they are planning or wish to implement including objectives, methods of work and time schedules as well as information on which of those projects could be carried out with sub-regional or bilateral partners.

6. In April 2000, and based on the points of interest raised during the round table discussion at the expert meeting of 7-8 February 2000, national focal points, lead actors and other experts of the POJA were requested to indicate any specific expertise that they could offer in the field of transport and the environment, and the expertise that they wish to receive. The responses are reflected in the annex.

CROATIA

Project 1: Implementation of ECO-test (testing of exhaust gases from motor vehicles) in periodic technical inspections of vehicles

Objectives

The objective of the programme is to reduce emissions of exhaust gases from motor vehicles and to reduce the impact of road traffic on air pollution due to many motor vehicles that are not in compliance with European exhaust gas standards.

Methods of work

Workshops and expert meetings, presentations, development of computer programmes, development of instructions for test performance, personnel training.

Time schedule

Preparatory activities are already being carried out, the beginning of the project is foreseen in April 2000.

Project 2: Promote the use of public transport in large cities (Zagreb)

Objectives

Improvement and modernization of the existing public transport (tram, bus, train);

Increase of public transport capacity and service quality;
Promote low emission vehicles.

Methods of work
Workshops, seminars, round tables and expert meetings.

Time schedule
Not yet defined.

CZECH REPUBLIC

Project 1: Harmonization of modal measures

Methods of work
Expert assessments, international (EU) experiences.

Time schedule
2001

Project 2: Restructuring of the Czech Railways

Methods of work
Expert assessments, international (EU) experiences.

Time schedule
2001

Project 3: Internalization of externalities

Methods of work
Expert assessments, international (EU) experiences.

Time schedule
2001

Expertise required

Harmonization of modal measures
Internalization of externalities

FINLAND

Project 1: Basis for sustainable development in Finland

Objectives:

“Environmental guidelines for the transport sector” form the basis of an ISO 14001 environmental management system. The guidelines outline the long-term policy and targets, and the ways of achieving them.

Methods of work

Transport systems will be developed on a comprehensive basis and the use of environmentally friendly modes of transport promoted.

Workable travel and transport chains will be established with the aim of reducing hazardous emissions and energy use in the transport sector.

When transportation projects are planned and implemented, efforts will be made to avoid damage to areas and locations considered valuable in terms of nature, landscape, cultural environment or recreational use. Biodiversity will be safeguarded and promoted.

Transport research, training, development and provision of information.

Time schedule

The sector's emissions in 2010 should not exceed those in 1990.

Project 2: Promoting efficient and sustainable transport

Objectives

To provide communities with solutions by means of which necessary transport and travel can be operated with a minimum amount of traffic and by the most environment-friendly transport modes available; conserve energy; secure a healthy living and recreation environment for different population groups; and avoid splitting natural regions.

Methods of work

Consolidate community structure; decrease the amount of passenger car traffic; foster mass transport, cycling and walking; secure the viability of city centres; foster production and service structures that take environment and different population groups into account; and promote operational prerequisites of green logistics.

Time schedule

1997-2001.

Other projects

Fuel consumption meters in use and economic driving taught by private companies, information campaigns supported by authorities.

Market oriented research and support for information campaigns, energy savings contracts between the Ministry of Transport and hauliers.

Utilization of data from land use register of protected areas in planning stage and for the use of infrastructure.

Work done under the Helsinki Commission- HELCOM.

FRANCE

Project 1: Preparation of outlines for public transport services for goods and passengers

Objectives

These outlines will constitute the framework for all subsequent State action as regards transport, particularly for the financing and operation of infrastructures. Preparations are carried out in a form consistent with outlines of services for wildlands (thus ensuring their protection) and energy (ensuring that the greenhouse effect is taken into account).

Methods of work

Development of international passenger services; multimodal organization of freight transport; ensuring free flow on major inter-regional and international routes by making optimum use of existing capacity, arranging for alternative itineraries to congested main routes, making capacity investments or building bypasses around towns for transit traffic; multimodal policy for trans-Alpine and trans-Pyrenean services; organization of balanced servicing of areas, by developing efficient links; organization of urban and urban fringe transport.

Time schedule

Not specified.

Project 2: Urban transport plans

Objectives

The decision to draw up urban transport plans was taken in 1982 but the objectives were heavily modified by the Air Act of December 1996. Urban transport plans are mandatory for all towns of more than 100,000 inhabitants.

Methods of work

Reduction of vehicle traffic; development of public transport and economic and less polluting means of transport, such as cycling or walking; upgrading and operation of the main road networks in towns; organization of parking according to different categories of vehicles and users, giving advantage to less-polluting vehicles; transport and delivery of goods so as to reduce their impact on traffic and the environment; encouragement to companies and public

authorities to promote transport for their staff, through the use of public transport and car-pooling.

Time schedule

These plans are currently in preparation in some 60 towns in France.

Project 3: New national programme to combat the greenhouse effect

Objectives

Stabilization of emissions of greenhouse gases.

29 measures concerning transport.

Methods of work

Support for technological improvement and a speeded-up turn-over of vehicles;

Transport taxes with the introduction of an ecotax (FF 500 per tonne of carbon) and further reduction of the difference between the diesel and domestic petroleum products tax (TIPP);

More consideration given to the problems of the greenhouse effect in transport policy (outlines for services and plans for urban transport) and in town planning (Solidarity and Urban Renewal Act).

Time schedule

This programme will permit the stabilization of emissions of greenhouse gases over the period 2010-2020. It will be revised in 2005 to take account of genuine progress achieved.

Project 4: Bill on Solidarity and Urban Renewal

Objectives

This bill proposes new directions for town-planning policies to take account of the need for the sustainable development of towns. It includes important sections on town planning and its impact on transport.

Methods of work

Establishment of “territorial consistency outlines” intended to ensure consistency in town planning, habitat, transport and commercial facilities policies.

Reinforcement of regulated parking consistent with the development of public transport;

Better coordination of transport policies (urban public transport and regional public transport in particular).

Time schedule

Not specified.

GERMANY

Project 1: Promoting less polluting vehicles and fuels

Objectives

Reduce specific air pollution from vehicles, especially emissions of Nox, CO HC and particles; reduce noise emissions of vehicles; improve the use of low sulphur fuel; reduce CO² emissions and fuel consumption from transport.

Methods of work and time schedule

Regulation and standards

implement emission standards for passenger cars according to EURO IV by 2005

implement emission standards for trucks and heavy vehicles according to EURO IV by 2005 and EURO V by 2008.

Project 2: Integrate environmental aspects into transport and land use planning

Objectives

Integrate environmental aspects in all fields of planning; reduce land consumption by transport infrastructure; preserve large contiguous areas; provide environmentally sound land use management; set up a network of integrated biotopes covering 10 % of Germany's area; focus financial support on environmentally sound investments and measures.

Methods of work and time schedule

Introduce a new Federal Transport Infrastructure Plan, which summarizes investment planning on new road, rail and waterways during the next decade by 2002 on the basis of an improved strategy to integrate environmental concerns.

Introduce EU-Directive on Strategic Environmental Assessment, as a binding base for the assessment of the environmental impacts of plans and programmes i.e. in the field of transport, telecommunication, land use planning, by the end of 2000, and implement it on national level by 2003.

Project 3: Shift of road traffic to environmentally sound transport systems

Objectives

Improve freight transport by rail and ships; reduce transport market distortions by fair prices and conditions for different modes of transport; improve quality and attractiveness of public transport.

Methods of work

Modernize the railway system by transport management and logistic systems and the use of telematics.

Combine federal payments for regional infrastructure.

Financing Act on the quality of local public transport.

Time schedule:

Introduce a distance-oriented heavy duty charge for trucks by the end of 2002.

Improve investments in the railway infrastructure within the following years.

HUNGARY

Project 1: Strategic Environmental Assessment of the Danube Corridor

Objectives

Evaluation of the environmental impacts along the Danube in the present transport situation and on the basis of the development of transport demand up to 2015. Elaboration of the strategic environmental assessment of ecologically reasonable transport scenarios.

Methods of work

Elaboration of a project proposal and discussion in the framework of a CEI workshop;

Start of the project on the basis of the modified proposal;

Carrying out of the strategic environmental impact assessment to promote sustainable development of transport;

Reporting and consultation of authorities as well as public participation.

Time schedule

Project proposal: February 2000

Workshop: 12 April 2000

SEA-process: March 2001

Reporting: May 2001

Projects which could be carried out with sub-regional or bilateral level partners

The above-mentioned SEA Danube Corridor project could be carried out at a sub-regional level and with partners.

Expertise required

For the implementation of this project the expertise of EU countries would be desirable.

ITALY

Project 1: Establish and adopt environmental and health targets for the transport sector consistent with the Framework Convention on Climate Change

Objectives

Reduce greenhouse gas emissions.

Methods of work:

Expert assessment, workshops, inter-ministerial consultations, regulatory instruments.

1. 25% biodiesel added to diesel for freight outside urban areas
2. 10% bioethanol for ETBE production, added to gasoline
3. Measures to control urban traffic
4. Diffusion of electric or low consumption vehicles in public fleet
5. Replacing high consumption cars with cars releasing $<145\text{gCO}_2/\text{km}$
6. Replacing high consumption cars with cars releasing $<120\text{gCO}_2/\text{km}$
7. New Rapid Mass Transport Lines in towns and cities
8. Transfer of freight from roads to railways and coastal shipping

Time schedule

Specific targets to be met between 2002 and 2012.

Project 2: Agreement between Ministry of Environment, Ministry of Transport, Municipalities and mopeds and motorcycle manufacturers**Objectives**

To promote greater protection of environment and health, limiting pollution due to two-wheeled vehicles (mopeds and motorcycles).

Methods of work

Expert consultation, voluntary agreement.

Time schedules

Progressive conversion to Directive 97/24/EC with the following scheme (EURO I):

Mopeds: At least 50% of models available on the market by December 1999;

All production by December 2000;

Motorcycles: At least 80% of models available on the market by December 2001.

To anticipate the availability in the market of EURO II models:

Mopeds: First models by 1 June 2001;

At least 50% of models by 1 June 2002;

All production by 1 June 2003.

Motorcycles: To define a programme for anticipating the introduction into the market of motorcycles with EURO 2 emission limits to be established by the European Commission.

Project 3: Implement strategies for the reduction of environmental damage and health impact from traffic in urban areas. Decree of 21 April 1999 “Environmental and Health criteria to establish measures for traffic restriction”

Objectives

Reduce atmospheric levels of benzene, PM10 and PAH.

Methods of work

Guidelines for mayors to develop regulations aimed to limit the circulation of high emission vehicles in urban areas.

Time schedule

Mayor's action timetable.

Mayors had to provide an Air Quality Preliminary Assessment in municipal areas by July 1999.

Project 4: Develop national strategies and programmes for sustainable transport

Objectives

Raise public awareness of environmental impact of transport and sustainable travel behaviour.

Methods of work

A new initiative “car free Sunday” is being carried out by municipalities on a voluntary basis. The Ministry of Environment has foreseen co-financing, amounting to 50 billion, for municipalities that take part in the initiative (particularly promoting the purchase of GPL and electric vehicles).

Time schedule

6 February 2000: culture (free access to museums, guided tours)

5 March 2000: sports (races, walking tours)

9 April 2000: children (special events in the streets and squares)

7 May 2000: Music (open air concerts)

Experience offered

experimental realisation of electric fleet powered with “air-zinc” batteries in Milan;

experimental realisation of a fleet of buses powered with fuel cells in Turin;

experimental project for the use of bio-diesel in public fleets in Ravenna;

experimental project on energy efficiency and emissions reduction in traffic in Bari;

experimental project for the production and utilization of ETBE in Sicily and Emilia Regions.

KAZAKHSTAN

Project 1: Pan-European Strategy on step-by-step reduction of ethylized petrol

Objectives

Public health protection, improvement of the environment in Almaty, reducing the danger of the greenhouse effect, control over fuel quality.

Methods of work

Institutional, technological.

Time schedule

Realization by 2005.

Project 2: Programme for the development of national obligations for introducing lead-free petrol in Azerbaijan, Kazakhstan and Uzbekistan

Objectives

Public health protection, improvement of the environment in Almaty, reducing the danger of the greenhouse effect, control over fuel quality.

Methods of work

Institutional, technological.

Time schedule

Not specified.

Project 3: NEAP Project “Reducing the Negative Impact of Road Transport on the Environment”

Objectives

Public health protection, improvement of the environment in Almaty, reducing the danger of the greenhouse effect, improvement of the state of transport, control over fuel quality, optimization of the management of traffic and minimization of its impact on the environment in Almaty, raising public awareness.

Methods of work

Institutional, technological.

Time schedule

1999-2001.

Expertise required

Development of terms of reference for development of public transport.

Control over fuel quality: equip laboratories, train personnel.

Introduction of norms for fuel quality standards.

NETHERLANDS

Project 1: Internalization of external costs

Objectives

The Ministry of Transport, Public Works and Water Management recently carried out a study on the marginal social costs of transport in response to the EU White Paper on fair payment for infrastructure use. In addition, the study provides a reference for the National Traffic and Transport Plan that is being developed.

Methods of work

The study considered new data and partly used expertise on methodological issues. Some workshops took place with a view to developing concrete policy options (such as road pricing, emission charging in air and water transport). Further work in this field is needed.

Time schedule:

The study was carried out in 1999. Further work, including the quantification of the possible effects of charging for marginal social costs and policy options will be carried out in the course of 2000.

Project 2: The new driving force

Objectives

Reducing total traffic emissions and fuel use by technical abatement measures; reducing the growth of vehicle mileage; and reducing vehicle speeds and improving driver behaviour. The main objective is to reduce total road traffic CO² emissions by 2010 by about 1.3 M tonnes.

Methods of work

1. Highway Police and relevant judicial bodies are to multiply their capacities and equipment that is being used for prosecuting highway speeding offences.
2. In-car feedback and driving support instruments (economometer, board computer, cruise control).
3. Promotion by public information and agreements with the automobile and tyre industries about raising manufacturer tyre pressure recommendations.
4. The New Driving Force for the promotion of purchasing fuel efficient vehicles and of driver training and communication of fuel efficient driving behaviour.

Time schedule:

1. start 2000, full scale as of 2003, then continuous
2. start 2000 (agreement), full scale by 2005 (as a goal)
3. started 1998, agreement in 2000, full scale 2003 (as a goal)
4. start 2000 on a continuing basis (funding till 2005).

Project 3: Transaction and Modal Shift (TMS)

Objectives

To improve efficiency of existing vehicle fleets, transport operations and transport infrastructure; to shift (part of) the increased transport demand from road transport and (short haul) aviation to more environment-friendly modes (rail transport, inland navigation and (coastal) shipping); to implement, in close cooperation between Government and industry, win-win measures which enable transport companies to integrate environmental aspects in their daily activities;

Methods of work

Establishment of memoranda of understanding between Government and industry; implementation of technical and logistical pilots; scans carried out at the level of individual transport firms.

Time schedule:

Continuous.

Project 4: Quieter Train Traffic

Objectives

Development of new products, such as quiet brakes, wheel- and rail-silencers; development of silent technologies; development of new maximum noise emission standards; classification of train equipment.

Methods of work

Demonstration projects; new noise regulations; phasing out of noisy equipment.

Time schedule:

New Regulation on Noise Abatement on Railways to take effect as from 2002.

POLAND

Project 1: Preparation of the document “Transport policy in the period 2000-2015 for the sustainable development of the country”

Objectives

Revise and update transport policy in Poland.

Methods of work

Preparation of draft, presentations and meetings, consultation with other ministries and bodies concerned.

Time schedule

Preparatory activities started in 1999. The activity is planned to be completed in 2001.

Project 2: Inventory of transport emissions and monitoring carbon dioxide emissions

Objectives

Develop a national strategy and policy for sustainable transport in accordance with the Programme of Joint Action.

Methods of work

Study to harmonize inventory methods with international practices, cooperation with organizations collecting data on transport activities.

Time schedule

Started in the beginning of the 1990s, this is a continuing activity.

Project 3: Phase-out of leaded petrol

Objectives

Reduce and phase-out the use of leaded petrol.

Methods of work

Regulation on excise tax, development and testing of universal petrol, introduction of universal petrol into the market, campaign by oil companies and mass media.

Time schedule

A continuing activity to be pursued until the total phase out of leaded petrol.

Project 4: Implementation of ECE Regulations**Objectives**

Adopt and implement ECE Regulations, in particular related to emissions and noise.

Methods of work

Translation of Regulations into Polish; introduction of Regulations into law; type approval pursuant to adopted Regulations.

Time schedule

This activity has been conducted on a continuing basis since 1992.

ROMANIA**Project 1: Toward sustainable transport****Objectives**

Develop national strategies and programmes for sustainable transport on the basis of existing recommendations of international organizations.

Methods of work

Shifting of transport volumes towards transport modes with lower specific emissions and energy consumption;

Establishment of national targets for the reduction of the environmental impact of transport based on international conventions and other legally binding documents;

Public information campaigns and training programmes for all actors in transport operations in order to raise awareness about the environmental impact of transport;

encouragement of sustainable production and consumption patterns, including sustainable travel behaviour and support for sustainable policy decisions in the field of transport.

Time schedule

Not specified.

Project 2: Promoting less polluting vehicles and fuels**Objectives**

Implement international regulations, legal instruments and standards for protection of health and on pollutant emissions, noise and safety for all modes of transport and fuels.

Methods of work

Adopt and implement the provisions of the Uniform Conditions for Periodic Technical Inspections of Wheeled Vehicles.

Time schedule

Not specified

Project 3: Promoting safe transport of dangerous goods.

Objectives

Enforce the provisions in force concerning the transport of dangerous goods and take the necessary steps to ensure appropriate training of all personnel involved in transport of dangerous goods operations.

Methods of work and time schedule

Not specified.

Other projects

Implement ECAC criteria for the phasing out of aircraft which do not meet noise standards in Volume 1, Chapter 3 of Annex 16 to the Convention on International Civil Aviation.

Since 1995, Romania started to eliminate on a step by step basis the aircraft that do not meet the mentioned standards. This action is part of the process of implementation of EU Directives in the field of noise from aircraft.

RUSSIAN FEDERATION

Project 1: Adopt and implement the provisions of Rules on Uniform Conditions for Periodic Technical Inspections of Wheeled Vehicles

Objectives

To create a modern system for technical inspections of motor vehicles in use.

Methods of work

Development of standards harmonized with the Rules on Uniform Conditions for Periodic Technical Inspections;

Creation of a network of technical inspection centres;

Education of experts;

Organization of seminars and conferences for the exchange of experience.

Time schedule

The work on the project will be carried out on a constant basis.

The standards will be developed during 2000-2001.

Project 2. Development of national certification systems for vehicles and fuels in accordance with the provisions of international instruments in force which concern pollutant emissions, noise and safety

Objectives

Raise the environmental and safety performances of vehicles and fuels; reduce the lag between the environmental performance of vehicles and fuels produced in the Russian Federation and those produced in the EU.

Methods of work

Development of new safety and environmental standards harmonized with UN/ECE Regulations, EU Directives, ISO Standards, normative documents of ICAO and IMO;
Development of the technical base for certification centres;
Organization of training programmes for experts, seminars and conferences for the exchange of experience.

Time schedule

For motor vehicles the project will be realized in the framework of the National Programme of Motor Car Industry Development and Reconstruction over 5 to 7 years;
The development of standards will be carried out over 2-3 years.

Project 3: Implement obligatory environmental impact assessments in planning and building of transport infrastructure (POJA National element IIIId)

Objectives

Reduction of the environmental and health impact of transport;
Harmonization of EIA practice with international approaches.

Methods of Work

Research and development to harmonize EIA methods, models and computer software with international practice in force;
Organization of seminars, conferences for the exchange of experience;
Organization of training programmes and consultations.

Time schedule

The Project will be carried out on a continual basis.

Projects that could be carried out with sub-regional or bilateral partners

Project 3 could be realised at the sub-regional level (for all CIS countries). Support from international organizations (EEA, EU, OECD/ECMT) is vital for success.

(POJA National level Vh): Implement strategies for the reduction of environmental damage and health impact from traffic in urban areas. Some concrete projects are being realized in

major Russian cities (Moscow, St. Petersburg, Nizny Novgorod and others). Support from interested countries and international organizations (OECD/ECMT, EU) is very important.

Expertise required

Expertise on legislative and economic instruments to ensure the conditions for the sustainability of the national transport system.

SLOVAKIA

Project 1: Internalization of transport external costs

Objectives:

Integration of social, economic and environmental intentions and goals into a common strategy for sustainable transport development.

Budget for implementation of Joint action plan on transport and environment of Slovakia, approved by Government in 1999.

Time schedule

2000.

Other projects

Combined transport policy.

Public transport price (tariff) policy, including internalization of external costs.

Air transport policy.

Inland water transport.

Railway development programme including new railway act.

Act on state fund for development of road infrastructure.

SLOVENIA

Project 1: Implementation of the National Environmental Action Programme

Objectives:

Control of traffic flows; protection of the environment; reducing the number of road accidents; neutralizing and tackling the consequences of transport deregulation and liberalization; integrating urban and rural areas using environmentally friendly means of transport.

Methods of work

Regulatory policy, transport management, investment policy, price and tax policy and physical planning.

Time schedules

The Ministry of the Environment and Spatial Planning will examine a detailed programme of activities for the period 2003 – 2008 and submit it in the framework of NEAP to the national Assembly by the end of 2002 at the latest. The Minister for the Environment and Spatial Planning has formed a special group, which reports to him every six months.

Project 2. Spatial Plan of Slovenia

Objectives

Transport investment policy also requires re-evaluation to take into consideration its spatial and environmental aspects. It is now important that a strategy of coordinated regional development should consider not just rural development and the reform of agricultural economy, but the development of the joint network of cities and towns - as the main generators of economic and social development.

Methods of work

Workshops on particular issues, conferences, expert meetings, expert assessments, etc.

Time schedule

Draft proposal to be submitted to the Government in spring 2001.

Projects which could be carried out with sub-regional or bilateral level partners

1. Impact of TEN intermodal transport corridors No. V and X on the environment and regional development of the border regions of Slovenia, Austria, Hungary, Italy and Croatia, with special emphasis on sensitive areas.
2. Harmonization of intermodal transport in Slovenia, Austria, Hungary, Italy and Croatia. Development of intermodal transport terminals, connection between 'Austrian intermodal circle' and Port of Koper intermodal terminal, missing links in rail, road etc.
3. Public transport in border regions of Slovenia, Austria, northern Italy, Hungary and northern Croatia. Public transport terminals, cooperation between public transport planning and spatial planning.
4. Transportation Management System in the Slovenian-Italian-Croatian North Adriatic Coastal Zone. Enlargement of the Environmentally Sustainable Transport pilot project of the Slovenian coastal zone to Trieste/Julia-Friulia-Venezia region and the Croatian Istria region.

SPAIN

Project 1: Environmental indicators project

Objectives

It is essential to follow the progress of the strategy in order to observe its success and the degree of integration of transport. This requires a structured system which takes account of all the implications and links in the strategy. Establishing indicators associated with the environmental objectives will provide a structure for the analysis of its development.

Methods of work

A system of indicators needs to be identified and defined so that the progress of the strategy can be followed. These indicators may be quantitative, using numerical or other types of parameters. A chronological assessment would make it possible to establish the progress made in the implementation of the guidelines laid down in the strategy. Or they may be qualitative and include the adoption of measures or plans.

Time schedule

Development over time.

Project 2: Development of interurban intermodal transport

Objective

New infrastructures to develop the intermodality of the interurban transport system.

Methods of work

Improvement of conventional railway infrastructures, with particular attention to electrification.

Programme for the extension of the high-speed network.

Development of port infrastructures with modal connections between rail and maritime transport, including “dry ports”.

Improvement of the accessibility of transport to ports, to reduce urban journeys.

Time schedule

Development over time. Implementation is well advanced.

Project 3: Development of public transport

Objective

Reduction of atmospheric pollution and better management of transport in terms of time and economics.

Methods of work

Continuing improvement and extension of commuter services; support from the general State administration for the financing of urban and metropolitan transport infrastructures, and state financial contribution to offset the operating deficit of public transport operations in major cities; extension of the underground network; construction of traffic interchanges; renewal of the public transport vehicle fleet; introduction of operating help systems in bus networks; construction of park and ride car parks; promotion of fare integration in public transport so that transfers are not penalized.

Time schedule

Development over time. These policies are already being implemented.

Projects which could be carried out with sub-regional or bilateral level partners

Agreements exist for linking infrastructure layouts for railways and roads with Portugal and France through standing committees.

Expertise offered

Spain could offer the support of experts in the following two areas: (a) environmental indicators in urban areas; (b) territorial planning.

Expertise required

(a) Association with other sectors; (b) Intermodality.

SWEDEN**Project 1: A Joint Pilot Study on Transport Pricing carried out by Finland and Sweden****Objective**

To find out how the transport pricing methods proposed would effect existing systems.

Methods of work

Study of options for adjusting marginal cost charging schemes if a higher degree of cost recovery or fiscal income from transport is politically desired.

Study of options for modifying existing structures of taxation and charging

Analysis of the effects on society;

Analysis of the interrelationship between charges and other control mechanisms.

Time schedule

The final report on the pilot project will be published during the first half of June 2000.

Project 2: Emission charges at Swedish airports**Objectives**

The Swedish Civil Aviation Administration has created a charge system to replace the former environmental tax. Based on environmental classification and economic assessments a degree of differentiation for aviation landing charges has been determined.

Methods of work

From 1 January 1998 Sweden introduced emissions-related landing charges at CAA airports (Stockholm Arlanda, Stockholm Bromma, Gothenburg, Malmö, Luleå, Sundsvall, Umeå, Ängelholm and Östersund) based on aircraft engine pollution by hydrocarbons (HC) and NO_x. Emissions-related landing charges are applicable to aircraft exceeding 9 tons maximum take-off weight and to airports with more than 300 000 passengers or 30 000 tons cargo a year.

Time schedule

A follow-up of the system after a two-year period will be executed in cooperation with users.

Project 3: Environmentally Restricted Access Zones

Objectives

Restricted access by heavy-duty motor vehicles in Stockholm, Gothenburg, and Malmö, and from 1999 in Lund. Phased in since the middle of the 1990s, gradually older heavy goods vehicles and buses have been excluded from these zones: 1999 is the last year for vehicles from 1991.

Time schedule

From 2001 the programme will be fully operational, by only permitting entry by vehicles with emission control.

First evaluation: A majority of companies felt the zones to be undesirable. Particle emissions went down by 15-20%, VOC emissions down 5-9% and NO_x down 1-8% in the first year of use, with inconclusive findings regarding reduction of noise. In all three cities the gains are regarded as greater than the costs to society.

SWITZERLAND

Project 1: Mileage-related heavy vehicle tax (RPLP)

Objectives

The RPLP introduces cost pricing. Heavy traffic is from now on considered responsible for covering the costs to which it gives rise.

Methods of work

The RPLP will, as from 1 January 2001, replace the present flat rate heavy vehicle tax. It will apply to all road vehicles of more than 3.5t intended for the transport of goods and passengers.

Time schedule

In accordance with the agreement on overland transport, Switzerland may apply the full RPLP rate as from 2005, only after the opening of the first NLFA base tunnel (Lötschberg), at the latest, however, as from 1 January 2008.

Project 2: Act on the transfer of traffic and supporting measures

Objectives

Transfer a maximum of transalpine goods traffic from the roads to the railways. Since the Alpine initiative was accepted on 20 February 1994, this transfer is required by the Constitution.

Methods of work

The RPLP, modernization of the railway infrastructure (NLFA), reform of the railways. 14 supporting measures in the form of economic measures and incentives are being introduced to improve the framework conditions for the railways.

Time schedule

The first NLFA tunnel, the Lötschberg, will not open before 2006/2007, while the second, the Saint-Gothard, will not open before 2012. The RPLP cannot be charged in full until the Lötschberg tunnel opens. Two years at the latest after the opening of the Lötschberg base tunnel, the number of lorries crossing the Alps by road should not exceed 650,000 units. The rest of the traffic is to be routed by rail.

Project 3: Mobility and well-being

Objectives

Encourage mobility which makes use of "individual energy" (walking, cycling) and has a positive impact on health and the environment.

Methods of work

Provision of information and creation of awareness.

New distribution of traffic zones and optimization of traffic management so as to promote cycling or walking.

Introduction of incentives to use public transport or the bicycle for going to work, shopping or in recreational activities.

Protection of the Alps by cutting-down on motorized traffic.

Reduction of emissions caused by motorized traffic (e.g. legal requirements).

Time schedule

By 2002, 80% of the population will be familiar with the interdependence between motorized traffic, emissions and damage to human health.

By 2007 the proportion of commuter journeys (1995: 7%), shopping trips (1995: 5%) and recreational trips (1995: 7%) by bicycle will have doubled.

THE FORMER YUGOSLAV REPUBLIC OF MACEDONIA

Project 1: National Transport Environmental Action Plan

Objectives

To establish the main body for the preparation of a draft national transport-environmental action plan, in line with recommended Programme of Joint Action activities and transport and the environment strategy. It is expected that the action plan will receive sufficient political support and be approved at the political level.

Methods of work

Preparing an outline and several interim draft versions, after discussions at every stage at the administrative level with the group of ministries involved. Identification of issues that need more detailed analysis and setting up of prioritized actions at national level.

Establishment of main (coordinating) body with representatives from different ministries: Ministry of transport, environment, spatial planning, other ministries and representatives of local authorities and NGOs. Workshops, expert meetings, presentations, panel discussions.

Time schedule

Not yet defined, planned duration 12 months.

Project 2: Introduction of eco-tests for motor vehicles during regular annual technical inspections

Objectives

The aim of the Project is to decrease emissions of exhaust gases and noise and the consequent impact on the environment.

Methods of work

Register of technical equipment for identifying exhaust gases and noise of motor vehicles in technical inspection facilities;

Unification and provision of the necessary equipment for technical inspection stations;

Training of staff;

Development of a Programme for performing inspections;

Stimulating measures for vehicles having the least harmful impact on the environment.

Time schedule:

Not yet defined.

Project 3: Promotion of use of gas fuels by vehicles in public transport**Objectives**

The aim of this Project is decrease the adverse impact on the environment caused by exhaust gases and noise from vehicles involved in public transport of passengers etc.

Methods of work

Analysis of current situation in the vehicle fleet involved in public transport of passengers etc., assessment of negative impacts on the environment by the fleet, assessment of positive effects of use of gas as fuel.

Time schedule

Not yet defined.

Project 4. Assessing impact on environment of transport corridors No.VIII (east-west) and X (north-south)**Objectives**

Reduce negative environmental impact of transport on these corridors particularly in the area of Kumanovo-Skopje-Tetovo and Kumanovo-Skopje-Veles. This is particularly important from the aspect of healthy food because on these corridors large quantities of food are produced.

Methods of work

Register of all environmental projects for these corridors and their coordination, additional activities for developing projects on sections not included in any environmental projects, assessment of negative impacts on environment and measures for their reduction, dynamics of realization of environmental protection measures.

Time schedule:

Not yet defined. These projects could be carried out at the bilateral level.

**Annex : Expertise to offer/receive in the field of transport and the environment
Programme of Joint Action implementation**

The above table shows, for the important points which arose during the Ad hoc meeting of national focal points, lead actors and other experts held in Geneva on 7 and 8 February 2000, those points for which countries and organizations can offer specific expertise to other countries, or wish to receive it.

The mark √ indicates that countries/organizations have expertise to offer, and the mark • indicates that countries wish to receive expertise.

A list of contact persons is available at the Secretariat and in the POJA website (www.unece.org/poja).

	Austria	Belarus	Belgium	Croatia	Denmark	Estonia	France	Germany	Hungary	Italy	FYROM*	Latvia	Netherlands	Poland	Russian Federation	Slovakia	Slovenia	Spain	Sweden	Switzerland	ECMT*	OECD*	REC*	IRU	UIC*
Cooperation between Ministries	√ •						√				•						•						√		
Action plans: - indicators for urban zones - public transport and its financing/pricing - financial resources for the projects implementation	• • •	•		•	√	• • •	√ √ √							•	• • •	• √ √	√	√		√	√ √		√	√ •	
Legal instruments:		•			•						•						•			•					

	Austria	Belarus	Belgium	Croatia	Denmark	Estonia	France	Germany	Hungary	Italy	FYROM*	Latvia	Netherlands	Poland	Russian Federation	Slovakia	Slovenia	Spain	Sweden	Switzerland	ECMT*	OECD*	REC*	IRU	UIC*
- strategic environment assessment (SEA) - implementation of the Kyoto Protocol	√ •		•	•		•	√		√ •	√			√		•	•	√		√				√		
Technical measures: - car inspection including heavy duty vehicles - fuel specifications	√ √	•		•		•	√		√ •						•				√						
Economic instruments: - taxes - incentives - internalization of external costs	• • •	•		• •	√	• • √	• • √ •	√ √	• • • √	√ •	•		√	•	• • •	• • •	•		√ √ √	√	√	√ √ √	√ √ √	√ √ √	√
spatial planning (further governmental partnership)	√ •	•		√		√ •	√	√	• √						•		√ •	√			√				
Public awareness	√	•				•	√ •		•	√			√				√ •		√				√		
Partnership with other sectors - industry - public sector - local, regional levels	• √ √	•	•			• • •	√			√			√				•	•	•	√			√ √	√ • •	
Urban zones	√ •	•				•	√		•			•		•		•	√ •				√			√ •	

	Austria	Belarus	Belgium	Croatia	Denmark	Estonia	France	Germany	Hungary	Italy	FYROM*	Latvia	Netherlands	Poland	Russian Federation	Slovakia	Slovenia	Spain	Sweden	Switzerland	ECMT*	OECD*	REC*	IRU	UIC*
- public transport and its financing/pricing																									
Intermodality (road, rail, inland waterways, bicycles) and combined transport	√ •	•	√	√		•	√ •		•			•				•	•	•		√	√			√	
Tourisme leisure	√																	√							
Cycling promotion					√																				
Coordination and information on public transport					√				•															√	

*

FYROM: The Former Yugoslav Republic of Macedonia

ECMT: European Conference of Ministers of Transport

OECD: Organisation for Economic Co-operation and Development

REC: Regional Environmental Centre for Central and Eastern Europe

IRU: International Road Transport Union

UIC: International Union of Railways