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**ECONOMIC COMMISSION FOR EUROPE**

Joint Meeting on Transport and the Environment

(Third session, 6 June 2000)

**OTHER INTERNATIONAL ACTIVITIES ON TRANSPORT AND THE ENVIRONMENT  
RELEVANT TO THE IMPLEMENTATION OF THE PROGRAMME OF JOINT ACTION**

1. This note links the international elements listed in the Programme of Joint Action adopted by the Regional Conference on Transport and the Environment (ECE/RCTE/CONF./3/FINAL) to activities achieved, under way or planned at the international level other than the lead actors activities listed in the Draft work plan for the period July 2000 - June 2001 for the implementation of the Programme of Joint Action at the international level (JMTE/2000/5).
2. This document is based on information received from the following countries and organizations: Italy, Sweden, European Committee for Standardization (CEN), European Conference of Ministers of Transport (ECMT), European Environment Agency (EEA), European Commission (EC), Organisation for Economic Co-operation and Development (OECD), United Nations Environmental Programme (UNEP), United Nations Headquarters - Commission for Sustainable Development (UNHQ CSD), World Health Organization (WHO), International Society of Doctors for the Environment (ISDE), International Road Transport Union (IRU), European Federation for Transport and Environment (T&E), International Union of Railways (UIC) .
3. This document mentions only the actions launched since the Second Joint Meeting on Transport and the Environment (6 July 1999), as anterior information can be consulted in document JMTE/1999/4.

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## **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

#### **(i) Sweden**

The Swedish Environmental Protection Agency published in 1999 the report "Instruments for Sustainable Transport in Europe - Potential, Contributions and Possible Effects". This report develops the work undertaken on an Environmentally Sustainable Transport System for Europe (SwEPA, 1996). It identifies a list of potential instruments (strategic, fiscal, regulatory and legislative) which could be used to move towards a more environmentally sustainable transport system. It then identifies potential interactions between these instruments, as well as the potential effects and costs to society associated with their implementation.

#### **(ii) Austria, France and Switzerland**

A colloquium on sustainable transport for the Alpine region was held on 20-21 January in Chambéry, France. Co-organized by the Ministries of Environment in Austria, France and Switzerland, its purpose was to present the OECD EST case study for the Alpine region and discuss with local politicians and organizations the implications of the study and possible ways forward on how to implement an environmentally sustainable transport strategy for the Alpine region.

#### **(iii) EC**

The "Transport" Council of the European Union submitted to the European Council of Helsinki on 6 October 1999 a Report on the Council Strategy on the integration of environment and sustainable development into the transport policy (11717/99 TRANS 197 ENV 335).

**(iv) ECMT**

The forthcoming next ECMT Ministerial Session will have a substantive discussion on sustainable transport (May 2000, Prague).

**(v) OECD**

The OECD Environment Directorate is carrying out the project on Environmentally Sustainable Transport (EST). Its overall objectives are to provide an understanding of EST, its implications and requirements, and to develop methods and policy guidelines towards its realization using a backcasting methodology. The core of the EST approach is to develop scenarios based on a set of long-term health and environmental criteria, and identify instruments and strategies capable of achieving them. A series of conferences and workshops have been held that addressed specific EST issues: technology, economic and social implications of EST. Proceedings and reports have been produced on each phase of the project. A brochure summarizing the project approach has also been prepared (see <http://www.oecd.org/env/ccst/est>). The milestone Conference on EST Futures, Strategies and Best Practice will be held on 4-6 October 2000 in Vienna. In the third quarter of 2000 the Final Report/Guidelines to achieve EST will be published.

A similar approach has been used for an EST study in the Central and Eastern European region. The scope and objectives of this work were to examine transport trends and their environmental impacts over a period of 30 to 40 years, to identify the gap between projected trends and environmentally sustainable transport in CEI countries, and to outline possible policies and strategies to advance EST. A project brochure has been published in 1999 highlighting the key features of the study. A number of outreach activities including workshops in CEI countries (Slovenia, Slovak Republic, Hungary) have been organized to communicate and disseminate the results of this prospective study together with country-specific EST case studies. In Summer 2000 will be published the Final Project Report on EST in CEI Countries.

**(vi) IRU**

Based on its Charter for Sustainable Development (adopted by all IRU members in 1996), the IRU developed a Guide to Sustainable Development. The Guide is addressed to the national road transport associations and, finally, to road transport operators. The objective of the Guide is to encourage as many transport operators as possible to implement Sustainable Development practice. The Guide is currently in the process of completion and will be available to all members and the public by mid-2000.

Subsequent to the IRU Charter for Sustainable Development, some of the IRU member associations have already begun implementing action programmes to achieve Sustainable

Development. In a Report of Best Industry Practices, the IRU will collect and describe practical examples in the road transport industry. The report will contain information about the measures taken to achieve Sustainable Development, the cost involved for the operator and the benefits received both for the environment and the transport company. The objective of the report is to demonstrate that both the transport operator and the environment can be put in a win-win situation by taking appropriate measures, and to encourage other transport companies to follow industry forerunners i.e. best industry examples. Work on the Report of Best Industry Practices will start in April 2000, and the report will be available in autumn 2000.

On the basis of the IRU Guide of Sustainable Development, the IRU :

- will promote the implementation of (a) Well Driven Campaigns, (b) Environmental Management Systems, (c) Driver Training Programmes, and (d) Environmental Controlling Tools (Green Accounting etc);
- will support member associations to establish national action programmes on the basis of the above IRU modules;
- will organize, in cooperation with two of its national member associations, an international symposium on Sustainable Development practices in the road transport industry in Frankfurt in September 2000.

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

Decision: Invitation to ECMT, OECD

**OECD**

The objective of the “Long-term Environmental Outlook and Strategy - Transport sector” work is to examine long-term sectoral trends and their health and environmental impacts up to 2020 based on macro-economic projections for the OECD area. Global emission projections for motor vehicles and other modes, in particular aviation, will be used to estimate local, regional and global environmental effects. On the basis of this assessment possible environmental strategies for OECD countries will be developed as input to the next Ministerial meeting in 2001. In Summer (and fall) 2000 a Report on Environmental Outlook (and strategy) will be published.

(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) **UN/ECE**

The Executive Body of the Convention on Long-Range Transboundary Air Pollution (LRTAP) has adopted a guidance document on economic instruments to reduce Sulphur, Nox, VOC and ammonia emissions. A background document reviewing the experience in the use of economic instruments at the national level provided the basis for this document and specifically refers to the transport sector.

**(ii) UIC**

The UIC has undertaken a study on external effects of transport covering Western European countries and is to be published in spring 2000. This could serve as a basis for developing pricing instruments.

- (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) EC/EEA/Eurostat**

The Transport and Environment Reporting Mechanism for the EU (TERM) seeks to develop a comprehensive set of indicators of sustainability of transport . The first indicator-based TERM report has been published. It has been designed to help EU and member States to monitor progress with their transport integration strategies, and to identify changes in the key leverage points for policy intervention (such as investments, economic instruments, spatial planning and infrastructure supply). It is expected to act as a model for other sectoral indicator reports at EU level.

(ii) **UN/ECE**

**WP.6:** The fiftieth anniversary session of the UN/ECE Working Party on Transport Statistics (WP.6) was devoted to the theme of Indicators for Sustainable Transport (TRANS/WP.6/137). In this connection, WP.6 made progress on the integration of environmentally-related data into the Common Questionnaire for Transport Statistics, which will include as of the year 2000, variables on Alternative Fuels, Cylinder Capacity and Unladen Vehicle Weight or the various vehicle categories.

**LRTAP:** Work on methodologies and data collection is under way in the framework on the LRTAP Convention. The EMEP/CORINAIR guidelines for reporting atmospheric emissions, especially those related to mobile sources, cover parts of this programme element.

- (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

(i) **UN/ECE**

Common methodologies and criteria for evaluating the exposure and deposition of air pollutants (critical loads and levels) have been prepared under the LRTAP Convention. These criteria are constantly updated. The Joint Task Force of the World Health Organization/European Centre for Environment and Health on the Health Aspects of Long-range Transboundary Air Pollution under the Executive Body for the LRTAP Convention is developing additional criteria by providing information on the health effects of selected air pollution, including particulate matter.

(ii) **WHO**

The Ministers and representatives of the European Member States of WHO responsible for transport, environment and health adopted the Charter on Transport, Environment and Health (Third Ministerial Conference on Environment and Health, London, June 1999). This Charter sets out the principles, strategies and a plan of action to guide member States policies' towards achieving transport sustainable for health and the environment.

**(iii) UN/ECE and WHO**

The Charter on Transport, Environment and Health (Third Ministerial Conference on Environment and Health, London, June 1999) calls on WHO, jointly with UN/ECE and in cooperation with other international organizations, to provide an overview of relevant existing agreements and legal instruments in transport, environment and health, with a view to improving and harmonizing their implementation and further developing them as needed. The report on this overview should cover the possibility of new non-legally binding actions and the feasibility, necessity and content of a new legally binding instrument, focusing on bringing added value to, and avoiding overlaps with existing agreements.

As a first step UN/ECE and WHO secretariats, with the support of the Danish Government, prepared an Inventory of agreements and legal instruments relevant to transport, environment and health. Following member States inputs, a revised version of the inventory is being prepared.

In the same line, the UN/ECE secretariat prepared a document on Political targets and objectives related to transport, environment and health, as contained in major regional or global declarations. This document has also been submitted to member States, and important inputs are being added.

Both documents will serve as a basis for the identification of possible gaps in the agreements and legal instruments in the field of transport, environment and health.

**(iv) ISDE**

The ISDE will launch an Awareness raising campaign in over 10 countries on the link between transport, environment and health (Title: Promoting Sustainable transport for Health and the Environment - an Awareness-Raising and Educational Campaign Focusing on Physicians).

- (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

### **EC**

The PHARE Multi-country Transport Programme presented the Final Report of the Phare project "Transport and the Environment: A multi-country approach". The overall objective of the project was to develop a multi-country approach in order to reduce environmental pollution resulting from the growth of the transport sector. The derived objective was to integrate environmental issues into transport policy in all of the countries concerned. The multi-country approach is characterized by regional cooperation among the involved countries, the development of an "umbrella strategy" that forms a common basis for national strategies among the involved countries, and the creation of a cohesive approach that addresses common issues.

- (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

### **(i) UN/ECE**

The UN/ECE Ad hoc meeting of National Focal Points, Lead Actors and other experts on the Programme of Joint Action on Transport and the Environment (7-8 February 2000) elaborated a table containing the common points of interest in transport and the environment for which countries/organizations could offer specific expertise to other countries, or wished to receive it, as well as a list of contact persons. This table will be developed according to the further information which Member countries, international organizations and non-governmental organizations will provide.



## 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

### (i) CEN

The CEN/TCs in which the Joint Meeting could mainly be interested are the following:

- CEN/TC 19 on "Petroleum products, lubricants and related products";
- CEN/TC 264 "Air Quality";
- CEN/TC 256 "Railway Applications";
- CEN/TC 15 "Inland Navigation Vessels".

### (ii) UNHQ CSD

The Global Initiative on Transport Emissions (GITE) Project is designed to promote private sector involvement to reduce emissions from the transport sector. It comprises three programmes: the Transport Emissions Knowledge Initiative (TEKI); the Partnership for Vehicle and Fuel Technology Modernization (PVFTM); and the Small Initiatives Clearinghouse (SIC). The TEKI programme would work with national Governments and international agencies to develop an adequate information base, assist in strengthening national institutions responsible for policy formulation, and coordinate with international agencies responsible for establishing international standards. The PVFTM is a consortium of Strategic Business Partners comprising participating multi-national auto manufacturing and petroleum companies who are willing to enter into technology sharing arrangements with developing country industries. The PVFTM will assist in identifying technology needs and matching them with available solutions. The SIC programme is intended to identify and define small projects, to be implemented by private sector interests or by national Governments, which introduce new technologies or undertake other actions that reduce transport emissions. The programme would work with project sponsors to develop a project to the concept stage sufficient for presentation to potential financing agencies. The SIC would also seek to identify suitable financing mechanisms.

### (iii) UN/ECE

The 1999 Gothenburg Protocol includes emissions standard and fuel quality standards covering sulphur, nitrogen oxides and volatile organic compounds, including the major emission sources in the transport sector. These standards are expected to be re-evaluated in 2004/5.

- (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

**(i) ECMT**

A Joint ECMT, ACEA and OICA conference on “Smart CO<sub>2</sub> Reductions - Non-product Measures for Reducing Emissions from Vehicles” was held in Turin, 2-3 March 2000. The purpose of the conference was to identify some of the more cost efficient non-product measures that merit more international attention. Industry, government and academic experts participated.

A Joint ECMT and IEA Workshop on Improving Fuel Efficiency in Road Freight Transport: the Role of Information Technologies, was completed in February 1999.

Concerning CO<sub>2</sub> emissions from transport, the ECMT:

- updated its monitoring of CO<sub>2</sub> emissions of new cars (biennial reporting. Last report to Ministers in 1998);

- completed in February 2000 the study on “Improving the quantification of the impact of transport-related CO<sub>2</sub> abatement policies”;

- will begin in 2000 the updating of its 1997 report on Monitoring of policies to reduce CO<sub>2</sub> emissions from transport.

**(ii) UNEP and OECD**

The UNEP Division for Technology, Industry & Economics has recently published two reports jointly with the OECD on “Phasing Lead out of Gasoline” and “Older Gasoline Vehicles”.

- (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) UN/ECE**

The 1999 Gothenburg Protocol includes emissions standard and fuel quality standards covering sulphur, nitrogen oxides and volatile organic compounds, including the major emission sources in the transport sector. These standards are expected to be reevaluated in 2004/5 (see also element II a).

- (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**

The ECMT published, in December 1999, the document "Cleaner cars - Fleet Renewal and scrapping schemes - Guide to Good Practice Scrapping schemes". This publication analyses the effectiveness of these programmes in protecting the environment and reviews the schemes introduced to date in Europe and North America. Three complementary issues are addressed to help make pragmatic recommendations: what are the effects of scrapping schemes on the car market and the national economy?; what are the effects of these programmes on the environment? and can scrapping schemes be useful in former socialist countries?

- (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

#### **(i) UN/ECE**

Common methodologies (the EMEP/CORINAIR guidelines) for inventories of atmospheric emissions have been developed. Common methodologies and criteria for evaluating the exposure and deposition of certain pollutants and their effects are applied under the LRTAP Convention. The Task Force on Integrated Assessment Modeling applies these criteria to assess harmful effects of air pollution including air pollution from transport and from specific transport modes.

- (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

### CEN

In order to achieve the global concerns to meet the Kyoto Conference targets, efforts are made to develop intermodal transport. A workshop took place in December 1999 on the subject "Intermodal and Interoperable Transport in Europe - Part 1: Freight Transport".

Another workshop and conference linked to transport and environment issues will be organized in the second half of 2000 or early 2001.

- (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 <sup>1/</sup>

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<sup>1/</sup> Reservation entered by Germany.

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

- (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

**(i) UN/ECE**

International measures have been adopted in the 1999 Gothenburg Protocol.

- (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

**(i) UN/ECE**

The Working Group on Effects under the Executive Body of the LRTAP Convention has developed methodologies to identify areas sensitive to acidification and ozone (critical loads and levels). The integrated assessment modelling methodology could be used to identify the areas where transport is the main source of exceedances of the critical loads and levels.

- (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

### **Italy (for the chapter)**

Italy organized the International Conference on “Pollution from cross-border traffic and alternatives for a sustainable mobility”, 17-18 February 2000 in Bressanone. The Conference dealt with the analysis and evaluation of air quality in Inner Alpine Valleys (sources of atmospheric pollution in South Tyrol, future scenarios, effects of air pollution on humans and the environment), the interaction between traffic, environmental protection and economic development (environmental and social costs of various modes of transport, economic development and freight transport in Alpine Regions).

## **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

### **UN/ECE**

The UN/ECE Environment Division is coordinating a joint project by the UN/ECE Committees on Environmental Policy and on Human Settlements on urban transport patterns and land-use planning. A joint steering group, composed of experts from central and local governments, the private sector, the academic community and NGOs, has been set up to implement the project. The steering group will prepare a work programme to be submitted to both Committees in 2000. The project aims at:

- facilitating the exchange of information and experience on planning, regulatory, economic, financial, organizational and other measures to achieve environmentally sound urban transport and sustainable land use;

- promoting networking among environmental and municipal policy and decision makers, urban and regional planners, researchers, and representatives of the private sector and citizens groups dealing with transport management and land use;
- generating policy recommendations and practical guidance to public authorities at various levels.

- (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

- (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

### **CEN**

A series of about 50 standards on Transport of Dangerous Goods will be finalized in the coming 2 years.

## **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 world wide basis the emissions of aircraft in the atmosphere and around airports by such means as substantial tightening of existing NOx 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

- (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

### **T&E**

The Swedish NGO Secretariat on Acid Rain, the European Federation for Transport and Environment (T&E) and the European Environmental Bureau published "Economic instruments for reducing emissions from sea transport" in 1999. This report explains the importance of reducing emissions from shipping, and shows that measures by port states make economic sense. The report shows that abatement measures for ships would be 8 times cheaper than some measures included in the 1999 Gothenburg Protocol to the Convention on Long-range Transboundary Air Pollution to Abate Acidification, Eutrophication and Ground-level Ozone. It also suggests how existing administrative obstacles can be overcome. The knowledge is to be used by decision makers at national and European level.

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