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**ECONOMIC COMMISSION FOR EUROPE**

Joint Meeting on Transport and the  
Environment

(Fourth session, 6 June 2001,  
agenda item 6 (b))

**DRAFT WORK PLAN FOR THE IMPLEMENTATION OF THE PROGRAMME OF  
JOINT ACTION AT THE INTERNATIONAL LEVEL FOR THE PERIOD  
JULY 2001 – JUNE 2002**

**INTRODUCTION**

1. At its second session, the Joint Meeting on Transport and the Environment requested the national focal points, lead actors and other experts of the Programme of Joint Action (POJA) to establish a revolving work plan for the implementation of the Programme which could be revised annually (JMTE/1999/5, para. 5 (b)). At its third session, the Joint Meeting adopted a work plan for the implementation of the POJA activities at the international level covering the period July 2000 - June 2001 (JMTE/2000/5). It requested further that the work plan be updated for the period July 2001 – June 2002.

2. To assist in the preparation of the draft work plan, the secretariat asked the 12 international lead actors to complete a questionnaire on the implementation of international activities under POJA for which they had taken responsibility. The lead actors were asked to report on the progress achieved so far in the implementation of the objectives contained in the previous work-plan (JMTE/2000/5). Secondly, they were requested to provide information on the activities envisaged for the period July 2001 – June 2002, in particular on the objectives for the period in question, on the methods of work, as well as on the time schedule.

3. Informal document 3 reflecting replies of nine lead actors (Austria, Finland, Italy, Netherlands, Switzerland, European Conference of Ministers of Transport (ECMT), International Civil Aviation Organization (ICAO), United Nations Economic Commission for Europe (UN/ECE), World Health Organization (WHO)) was presented at the first session of the Joint Ad hoc Expert Group on Transport and the Environment expert. This document completes the informal document on the basis of the additional information provided by Switzerland, Norway and Sweden.

**PROGRESS REPORTS OF THE IMPLEMENTATION OF THE INTERNATIONAL ELEMENTS OF THE PROGRAMME OF JOINT ACTION (JUNE 2000- JULY 2001) AND DRAFT WORK PLAN FOR THE PERIOD JULY 2001 – JUNE 2002**

**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 Regional Conference on Transport and the Environment: 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**

**Progress report:**

Social costs

- Report - Variabilisation and Differentiation Strategies in Road Taxation; Completed;

Available on the ECMT web site:

Survey of Internalisation Policies; Completed; Available on the ECMT web site

- Report - Efficient Transport Taxes and Charges: International comparison of the taxation of freight and passenger transport by road and rail just published

**Objectives for the period**

- Work on efficient taxes to continue adding competition aspect and two more countries

**(ii) ICAO**

**Objectives for the period:**

The work undertaken by the ICAO Council's Committee on Aviation Environmental Protection (CAEP) on the use of market-based measures (e.g. emission-related levies, emissions trading and voluntary agreements) to limit greenhouse gas emissions, will be reviewed by the ICAO Assembly in September 2001.

At expert level, CAEP will be undertaking further work to develop an emissions trading system, focusing on: coordinating with the United Nations Framework Convention on Climate Change (UNFCCC) the process that would be required for linking an open emissions trading programme for international aviation with Kyoto mechanisms; recommending a target for emissions from international aviation and mechanisms for distribution of emissions permits; and further developing key elements of an open emissions trading programme including reporting, monitoring, compliance and enforcement, compatible with the Kyoto mechanisms.

CAEP will also be working with key stakeholders to develop voluntary mechanisms and carrying out further studies and developing further guidance to States on levies, including identification and calculation of the costs of mitigating the impact of aircraft engine emissions and guidance on how revenues from charges could be used to limit or reduce emissions.

CAEP has also identified a number of cross-cutting issues that need additional work, including the effects of implementation of these market-based measures on developing countries; the implications if different approaches are taken by States or regions; and the effects of international and domestic aviation commissions being treated differently.

**Time schedule:**

33<sup>rd</sup> Session of the ICAO Assembly in September 2001

CAEP work programme covers approximately 3 years (2001 to 2003).

**(iii) UN/ECE**

The Working Party on Transport Trends and Economics at its eleventh session agreed that if other bodies intended to take up *inter alia* this work area, it would like to be associated with this work and be informed of the findings arrived at (TRANS/WP.5/24, para.13). It took this position, in particular, to avoid duplication of work as ECMT had carried out extensive activities in this field. In view of this situation it may be appropriate

to focus for the above-mentioned subject (c) on the results achieved in the context of the other organizations mentioned in document JMTE/2000/5.

- (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 (cover July 2000- June 2001):**

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 (EEA).

**Time schedule:**

- Common questionnaire: September 2001 and subsequent years;
- Workshop on TERM; September 2001, Copenhagen;
- WP.6: October 2001.

- (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 ground-water quality

Decision by the Conference: Invitation to WHO

**(i) WHO**

**Progress report**

- The Action Plan of the Charter on Transport, Environment and Health has specific provisions to address “Risks to public health not yet clearly quantified”. These include the effects of noise, pollutants, and potential carcinogens, such as emissions from diesel engines and fine and ultrafine particles, and exposures to these pollutants under different circumstances (e.g. inside vehicles, in the proximity of busy roads, etc.). In addition, the Charter identifies the need to improve knowledge on the overall health effects of increasing walking and cycling as modes of transport;
- Co-operating with the EEA to fill the present gap in the availability and monitoring of indicators of the impacts of transport on health. This is being done within the framework of the EC TERM project (Transport and Environment Reporting Mechanism for the monitoring of integration of environmental considerations into transport policies);
- Developing guidelines to:
  - Assess the health impacts of transport through walking and cycling, with aims of clarifying the present gap in knowledge regarding the balance between risks (e.g. through increased accidents) and benefits (e.g. through increased physical activity, and reduced emissions of pollutants) of increasing the modal share of walking and cycling;

- Carry out health impact assessments of transport policies. This will also contribute to filling another important gap in present knowledge and practice;
- Taking part in multi-centre collaborative research projects, to improve the estimates of the health impacts of transport in urban contexts including through the development of models and soft-wares. These assessments will take into account all the impacts of transport on health, including the effects of walking and cycling and the links between injuries and environmental aspects;
- Developing methods and evidence of the health impacts of transport-related air pollution and related costs, by catalyzing the completion of a three-country case study in Switzerland, Austria and France. The findings and methodology of the study have been used later on to revise previous estimates of the external costs of transport in Europe, setting a relevant new reference and methodological improvement in the assessment and valuation of transport-related health impacts;
- During the reporting period, WHO EURO published several guidelines which also address transport-related health effects that needed to be further elucidated with respect to setting standards based on health effects: the revised WHO Air Quality Guidelines; the new WHO Community Noise Guidelines. The Guidelines contain objective information on the maximum noise level acceptable for a given activity (sleeping, communicating) and leaves it to the regulatory bodies of governments to establish the complying regulations. Aspects related to noise from transport (road, rail, air) are specifically addressed; WHO Healthy Urban Planning – A WHO guide to planning for people. This publication provides comprehensive guidance for urban planners, not only on the principles of integrating health and urban planning, but also on the practical ways that this can be achieved at different geographical levels. These health-based guidelines provide relevant standards to be adapted by MSs to their specific situations.

**Objectives for the period :**

- To contribute to the further development of the EEA TERM reporting mechanisms, by developing indicators for health impacts of transport;
- To produce guidelines for the health impact assessment of cycling and walking and for carrying out HIA of transport policies (see above);
- To advance the development and use of new tools, such as models and softwares to develop integrated estimates of the health impacts of transport, which include also the effects of cycling and walking and the relation between injuries and environmental impacts (see above collaborative research projects);

- To clarify the impacts of transport on children, who have been identified as a group particularly vulnerable to the adverse health impacts of transport. This area of work has been identified as a common priority at a joint WHO – EC seminar held in September 2000.

### **Methods of work**

- To establish working groups involving leading scientific experts and relevant IGOs and NGOs to produce the guidelines described above;
- To take part in collaborative research projects and develop tools, including models and soft-wares;
- To disseminate the results of work carried out through publications, web sites and participation in international conferences and meetings.

### **Time schedule**

- To produce the guidelines described above: by mid-2002;
- To contribute to the EEA TERM programme: on going, with first contribution expected for the publication of the 2001 report;
- To complete on-going research projects: by mid-2003 (three-years projects);
- To disseminate the results of work carried out : *on going*.

- (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

### **Austria**

#### **Progress report (June 2000 – July 2001)**

- Austria hosted the OECD Conference on Environmentally Sustainable Transport (EST)– Futures, Strategies and Best Practices, which took place on 4-6 October 2000 in Vienna.
- The conference was attended by more than 350 key stakeholders of national, regional and local governments, including several ministers and state secretaries, international organizations, NGOs, transport industry and operators as well as transport, environment and health experts from all continents.
- It served as an important forum for addressing objectives, instruments and implementation strategies for attaining EST as well as sharing best practices.
- “Vienna Guidelines on EST” were adopted as the outcome of the conference.
- The results of the OECD project on (EST) have been published by Austria in the “Synthesis Report EST Environmentally Sustainable Transport - Futures, Strategies and Best Practices”, were presented at the Vienna OECD EST Conference. Austrian contributions to the OECD Project on Environmentally Sustainable Transport (EST) include the following:
  - *Case Study (Austria, France, Switzerland,) on Environmentally Sustainable Transport in the Alps*; with participation of Italy and Slovenia. The results of the case study were presented at the international Colloquium EST in the Alps on 20/21 January 2001 in Chambéry, France and published in the brochure Environmentally Sustainable Transport in the Alpine Region.
  - *Case Study on Environmentally Sustainable Transport in Austria*: The case study on EST in the Alps was enlarged to cover the whole Austria and will be published in the brochure EST – Report Austria.

- *Joint Pilot Study on Environmentally Sustainable Transport in the CEI Countries in Transition* carried out jointly by Austria, UNEP and OECD. The Study gives an overview of the present and future situation with regard to the environmental impacts of transport in the CEI countries in transition and analyses the possibilities of reducing the environmental effects of transport. A series of Workshops on EST in volunteered CEI-Countries have been carried out and are planned for 27 May 1999 in Ljubljana, Slovenia; Slovakia in March 2000. On the basis of the Joint Pilot Study pilot projects have been defined by CEI Countries.
- Workshop FIST – Financing Sustainable Transport Infrastructure and Technology focusing on CEEC and NIS, 25 -26 January 2001, Vienna, Austria.
- The Workshop FIST was organized by Austria in co-operation with CEI (Central European Initiative) and UNDESA (UN Sustainable Development) and investigated instruments to furnish investment programmes with incentives towards sustainable transport systems.
- The results of the workshop serve as an input to the 9<sup>th</sup> session of the UN-Commission on Sustainable Development (CSD9).
- About 100 environment and transport experts from about 30 countries mainly CEEC and NIS attended this workshop, in particular governmental representatives, universities, consultants and transport research institutes from CEEC and NIS, European Union experts, representatives of International Financing Institutions and international organizations e.g. CEI, OECD, UN, etc.

## 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) **UN/ECE**

**Objectives for the period:**

At the invitation of the UN/ECE Working Party on Road Traffic Safety (WP.1) and of the World Forum for Harmonization of Vehicle Regulations (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. The proposal (TRANS/WP.29/2001/20) is scheduled to be considered by WP.29 in March 2001.

This annex contains a list of items that should be included in a periodic vehicle inspection and includes items related to environmental protections i.e. 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 the 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 the regulations for vehicle type. (b) Emission control equipment absent or obviously defective. (c) Exhaust leaks, which would affect emission measurements.
8.2.2. Compression-ignition engines.	Measure opacity using an opacity meter in accordance with Regulations.	(a) Opacity exceeds levels specified in the regulations for vehicle type. (b) Emission control equipment absent or obviously defective

For new vehicles the type approval limits were substantially reduced both for passenger cars (Regulation No.83) and heavy-duty vehicles (Regulation No. 49) and will enter into force in two steps (2005 and 2008). Type approved could also be vehicles fuelled with LPG ad CMG (Regulations Nos. 67 and 110).

Detailed exhaust emission and noise prescriptions are contained in draft Rule No. 1<sup>1/</sup> proposed to be annexed in the Agreement concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of such Inspections. The Agreement is in force as from 27 January 2001. Draft Rule is intended for the commercial vehicles in international transport.

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<sup>1/</sup> R.E.1 is a series of non-binding recommendations to Governments covering many road-safety-related fields, which 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

### **ECMT (CO<sub>2</sub> from transport)**

#### **Progress report**

- Conference on Smart CO<sub>2</sub> Reductions - Non Product Measures for Reducing Emissions from Vehicles was held in Turin, March 2000. The report is now on the web site.
- Joint ECMT-IEA Workshop on Improving Fuel Efficiency in Road Freight Transport: The Role of Information Technologies. (completed, February 1999)
- Updating of ECMT's monitoring of CO<sub>2</sub> emissions of new cars (until such time as the system is superseded by that of the EU). (biennial reporting/last report to Ministers in 2000.)
- Study - Improving the quantification of the impact of transport-related CO<sub>2</sub> abatement policies (completed; report available on web site)

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

Report on Auto Fuel Sulphur Limits under preparation.

- (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

## **Finland**

### **Progress report (June 2001-July 2002)**

Finland organised a workshop "Cleaner Fuels for Europe (CFE)" on 23-24 November 2000 in Helsinki.

- The workshop was jointly organised by the Ministry of the Environment and the Ministry of Transport and Communications.
- The target group for the workshop included all UN/ECE Member countries, but with a special focus on the Central and Eastern European Countries. It was attended by some 70 participants from 13 countries (the CEEC participation was not as high as expected).
- It provided topical information on: the activities within EU, fuel development and automotive technology; market experiences and alternative fuels.
- Excursions were organised to the Helsinki City Transport bus depot, and to Fortum Oil and Gas Oy oil refinery in Porvoo.
- Feedback questionnaires have been sent to all delegates having attended the workshop.
- Presentations given at the workshop are available on the CFE-website (<http://cfe.vtt.fi>)
- Requests for further information can be directed to [ene.cfe@vtt.fi](mailto:ene.cfe@vtt.fi)

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

Lead country/body: ECMT

## **ECMT**

### **Objectives for the period**

The report "Cleaner Cars: Fleet Renewal and Scrappage Schemes" was completed and published (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

#### **Lead actors for elements III d, III f, III i and III k : France and Switzerland**

As announced at the 3<sup>rd</sup> session of the Joint Meeting (6 June 2001), France and Switzerland propose to gather together international elements III d, III f, III i and III k relating to combined transport. The issues involved concern in particular infrastructure/ bottleneck problems, traffic management, rolling stock, interoperability and terminal regulations.

#### **Objectives for the period and methods of work**

France and Switzerland are developing a coordinated work programme which will focus on major gaps and deterioration of quality in combined transport.

- (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 standardised packing units
- (g) Implement international legal instruments aimed at the facilitation of border crossing
- (h) Promote works 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>2/</sup>

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<sup>2/</sup> Reservation put forward by Germany.

Lead country/body: Finland, Croatia

**(i) Finland**

**Objectives for the period (July 2000- June 2001)**

The Finnish Ministries of Transport and Communications and the Environment and the Finnish Environment Institute will organize a two-day workshop meeting on Strategic Environmental Assessment in transport planning in Espoo, on 14 and 15 May 2001. The workshop:

- aims to bring together specialists dealing with practical and theoretical issues of SEA to discuss how SEA has effected on transport planning as well as how to develop SEA and transport planning in the future.
- is targeted for the representatives of authorities, researchers and NGO's who deal with SEA issues in the transport sector on international, regional or local level.
- will deal with specific cases of SEA in transport planning that the workshop participants are expected to provide. Therefore, case studies are invited e.g. from urban transport plans, trans-boundary transport plans, such as the TEN-networks, rural transport plans on a regional scale and national transport systems.

For more information on the workshop, see the relevant link on the POJA home-page (<http://www.unece.org/poja/>)

- (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

## **Switzerland**

### **General objectives:**

Towards a sustainable development and mobility; Improving cost efficiency of transports  
Improving air quality; Reducing CO<sub>2</sub> emissions (Greenhouse effect)

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

#### **Objectives for the period (July 2000- June 2001)**

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.

- (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)****Progress report (July 2000 - June 2001)**

The Workshop FIST was organized by Austria in co-operation with CEI (Central European Initiative) and UNDESA (UN Sustainable Development)

- Instruments to furnish investment programmes with incentives towards sustainable transport systems were investigated.
- The results of the workshop serve as an input to the 9<sup>th</sup> session of the UN-Commission on Sustainable Development (CSD9).
- About 100 environment and transport experts from about 30 countries mainly CEEC and NIS attended this workshop, in particular governmental representatives, universities, consultants and transport research institutes from CEEC and NIS, European Union experts, representatives of International Financing Institutions and international organizations e.g. CEI, OECD, UN, etc.

Austria is organizing jointly with the UN/ECE an International Conference “sensitive Areas” a Challenge for Environment and Transport” taking place on 14-15 March 2001 in Eisenstadt, Austria.

- The results of the following two studies commissioned by Austrian experts will be presented at the conference: the base study “Criteria for ecologically particularly sensitive areas; and the pilot study “Transport in Sensitive areas on example of the sensitive Lake Neusiedl”, which aims at creating a model for solving transport problems in sensitive areas.
- On 16 March 2001, a Workshop for transport and environment experts of the UN/ECE countries will take place in Eisenstadt for discussing, on the basis of the results of the international conference, the further implementation of the Vienna Declaration on Transport and Environment regarding Chapter IV “Protection of sensitive areas”.

**Objectives for the period (July 2001 – June 2002)**

The results of the international conference and the workshop should serve as basis and driving force for the implementation of the UN/ECE Vienna Declaration on Transport and Environment as regards the protection of sensitive areas.

**Methods of work**

- Elaboration of a recommendation (action plan) on transport in sensitive areas
- Developing regional co-operation
- Launching pilot projects for sensitive areas.

### **Time schedule**

Next steps for the implementation of the Vienna Declaration on Transport and Environment in particular as regards Chapter IV "Protection of sensitive areas" including the timetable for further work will be defined on 16 March 2001, at the Workshop for transport and environment experts of the UN/ECE member States.

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

#### **Progress report (July 2000 - June 2001)**

- Italy has focused on the involvement of the regional and local authorities of the Alpine region, with the aim of developing a concerted transport strategy for the Alps.
- The Consulta Stato-Regioni dell'Arco Alpino, a permanent body formed by the Government and Alpine Regions, established with the ratification law of the Alpine Convention, constitutes a valid instrument to this aim.
- Joint study was carried out with other Alpine Countries, Environmentally Sustainable Transport Alpine project.

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

The magnitude of environmental impact of transport activities in the Alpine Region was highlighted by the international Conference on "Pollution from cross border traffic and alternatives for a sustainable mobility" held in Brixen 17-18 February 2000.

Italy will be addressing the important issues raised at the conference also through the implementation of the Transport Protocol in the framework of the Alpine Convention, which was recently signed.

Due to the Italian Presidency of the Alpine Convention, the implementation of the Transport Protocol is given priority. A working group for the follow-up, exchange of information will be established in the course of 2001.

## **V. PROMOTING SUSTAINABLE URBAN TRANSPORT**

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

Lead country/body: ECMT

**(i) ECMT**

**Progress report**

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. Work has progressed in these three areas as follows:

*Workshops*

All 6 workshops carried out to date; papers and conclusions available on ECMT web site:

- 1998 Linz Workshop on Land Use Planning for Sustainable Urban Travel:  
Implementing Change
- 1999 Athens Workshop on Implementing Strategies for Improvement of Public Transport for Sustainable Urban Travel
- 1999 Dublin Workshop on Managing Car Use for Sustainable Urban Travel
- 2000 Paris Seminar on Evaluation Methodologies for Infrastructure Investment and Urban Sprawl
- 2000 Madrid Workshop on Overcoming Institutional Barriers to Implementing Sustainable Urban Travel Policies

*Survey of Cities*

Survey of 168 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 now completed.

*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.
- Two peer reviews have been completed: The first review took place in June 1999 in the Netherlands. The report has now been published. The review of Hungary took place in June 2000.
- A series of "self-reviews" has been completed by approximately 10 countries.

**Methods of work and time schedule:**

- Survey of Cities: Analysis under completion. Synthesis report to be published third-fourth quarter of 2001.
- Review of Urban Travel Policies: report on Hungary will be published 3<sup>rd</sup>-4<sup>th</sup> quarter 2001.
- The final report of this project is under preparation and will be presented to Ministers of Transport at their Council in Lisbon in May 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**

**Progress report:**

A World Cycle Conference “Vélo Mondial 2000” was held in Amsterdam in June 2000.

- The participants of the Conference called upon international organizations and upon governments for the creation of a platform for international benchmarking and exchange of knowledge on cycle traffic.

**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 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 3 to 6 countries on the basis of a provisional set of indicators;

(b) a workshop for European countries to formulate recommendations and indicators.

**Time schedule:**

(a) first half 2001

(b) 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**

### **Progress report**

During a joint session on 12-14 April 1999 the IPCC Working groups I and III approved a Special Report on Aviation and the Global Atmosphere. The summary of the report represents the formally agreed statement of the IPCC concerning current understanding of aviation and the global atmosphere. The report was prepared by IPCC in collaboration with the Scientific Assessment Panel to the Montreal Protocol on Substances that Deplete the Ozone Layer, in response to a request by the International Civil Aviation Organisation (ICAO). A large number of experts from UN member states contributed in preparing the draft report.

A short summary of the report can be downloaded from the POJA web-site

([www.unece.org/poja](http://www.unece.org/poja))

The full report is available at the following web site:

<http://www.grida.no/climate/ipcc/aviation/index.htm>

- (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 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 world-wide levy on kerosene

**Lead country/body: Switzerland**

**Objectives for the period:**

To act towards 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 analyzing 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:**

CAEP/WG5 has been established following coordinated initiatives mainly from European countries. This group must present its report timely before 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 (July 2000 – June 2001)**

- 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. 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 of that portion of the fee, which attaches to the goods being transported, and to use the subsequent freeing-up of revenues 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 (e.g. 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 rebate 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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