



ECE Convention on Long-range Transboundary Air Pollution
Working Group on Strategies and Review, Fifty-second session
30 June – 3 July 2014
Palais des Nations, Geneva, Room XI
Agenda item 4 (d): Information sharing by Parties
on the implementation of the Convention: current policy issues

Transport and Air Pollution

**Integrated and cross-sectoral policy-making
on the path towards a
Green Economy**

2 July 2014

organized by
the secretariat of the Convention on Long-range Transboundary Air Pollution
in cooperation with the ECE Transport Division

Objectives

- To offer a platform for informed dialogue between policy makers and experts from the environment and transport sectors
- To showcase policies, strategies and measures beneficial to transport related air pollution abatement, including regulatory, economic, voluntary and educational approaches

Outcome

The desired outcome of the special session is to achieve an enhanced awareness by policy makers of the multitude of policies, strategies and measures which could be employed in the development of sustainable transport solutions and the associated abatement of harmful air pollutants in order to ultimately strengthen the implementation of the Convention and its protocols. By offering a platform for informed dialogue between different sectors, mainly the transport and environment sectors, and drawing from the in-house expertise generated by the ECE Transport and Environment Divisions, it is envisaged that policy makers will be encouraged to increasingly engage in cross-sectoral cooperation and joint goal setting.

Framework

This special session on air pollution and transport is held in the framework of the fifty-second session of the Working Group on Strategies and Review under the ECE Convention on Long-range Transboundary Air Pollution. It is organized in cooperation with the ECE Transport Division.

The conclusions and recommendations arising from the special session will also be presented to Working Party 5 on Transport Trends and Economics, World Forum WP.29 on Vehicle Regulations and the Steering Committee of THE PEP.

Background

Transport and environment are key sectors in the green economy transition through the development and implementation of sustainable transport options and the promotion of the integration among different transport modes thereby reducing the human exposure to air pollution. Technical innovations and a growing number of targeted policies, strategies and measures implemented over the past decades have led to an improvement in the fuel-efficiency of vehicles and a continuous reduction in pollutant emissions from road transport. Still, transport-related emissions are amongst the largest sources of nitrogen oxides (NO_x), particulate matter (PM) and hydrocarbons most of which are non-methane Volatile Organic Compounds (NMVOCs).

ECE member states have committed themselves to set emission limits for these pollutants with a view to protecting the environment and human health. While outdoor air pollution has recently been classified as carcinogenic to humans by the International Agency for Research on Cancer, the deposition of air pollutants from the atmosphere also negatively affects ecosystems and biodiversity thereby further altering agricultural output and nutrition. Black carbon (a component of PM) furthermore influences the earth's climate as a short-lived climate pollutant (SLCP) causing adverse climate impacts in the near term. Furthermore, NO_x and NMVOCs are precursor gases for the formation of ground level ozone,

another SCLP and greenhouse gas which causes similar health and environmental effects as nitrogen oxides and particulate matter, including respiratory diseases and even premature death.

The continuing increase in demand for road transport increases congestion, especially in areas with insufficient infrastructure. This constitutes a significant challenge for air pollution abatement associated with related health and environmental impacts. Older and more heavily polluting road vehicle fleets are a particular challenge in Eastern and South-Eastern Europe, the Caucasus and Central Asia.

ECE and its member states are already working to address some of the challenges related to transport and air pollution through the existing regulatory frameworks as well as through the promotion of a variety of policies, strategies and measures related to transport and air pollution. The latter can address four main areas: (1) vehicle technology, (2) fuel properties, (3) durability and maintenance focused programmes and (4) non-technical measures including structural measures to ensure the economically and environmentally efficient use of road space as well as measures aimed at behavioural change.

Different frameworks and approaches exist to determine how to improve performance and reduce transport-related emissions. Such approaches can focus on the technical optimization of different transport modes, the shifting to other, more sustainable, modes of transport and the avoidance of emissions through alternative strategies. Different objectives need to be considered in the design of policies, strategies and measures in the framework of facilitating the green economy transition. This requires understanding and coordination between transport, environment and other policy makers at the national policy level and beyond.

Structure

Session 1 will focus on the linkages between air pollution and transport. ECE's regulatory framework, related commitments and programmes will be presented.

Session 2 will focus on the improvement of the sustainability of vehicles and related emission reduction possibilities. Presenters will discuss the emission reductions achieved under the EURO standards, introduce new developments in harmonizing vehicle regulations under the World Forum on the Harmonization of Vehicle Regulations (WP.29, ECE Transport Division), summarize the US approach to reducing emissions from vehicles and outline future technological developments that will result in the abatement of emissions. Challenges in meeting resulting standards and obligations will be discussed in a panel session which will conclude the session.

Session 3 will showcase how high levels of air pollution, especially NO_x and particulate matter emissions, are being addressed on a local level, including regulatory measures, economic (dis)incentives, voluntary as well as educational measures. The ECE transport division will further introduce its discussion paper "Diesel Engine Exhausts: Myths and Realities"¹.

¹ Available under the following link: <http://www.unece.org/transport/resources/publications/trends-and-economics/2014/diesel-engines-exhaust-myths-and-realities/doc.html>

Session 4 will address the possibilities to reduce emissions, and thereby limit human exposure, through the facilitation of a modal shift towards more sustainable transport options. The concept of integrated urban planning in order to find long-term and sustainable solutions for cities will be outlined and an overview of the status of public transport systems in the ECE region will be given. Successful developments of public and active transport systems (cycling and walking) in the countries of Eastern Europe, the Caucasus and Central Asia as well as Southeast Europe, will be presented.

Session 5 will focus on integrated policy making at the air pollution-transport policy interface in order to achieve common and related policy objectives by using a variety of tools to reduce emissions, including economic measures that reduce the amount of road transport and measures addressing behavioral change such as eco-driving.

The **ECE Convention on Long-range Transboundary Air Pollution** comprises 51 Parties across the UNECE region. In the framework of the Convention and its eight Protocols, Parties exchange information on policies and strategies to combat the discharge of air pollutants and engage in research and in monitoring of the transmission of air pollutants in the region. Seven of the eight protocols adopted specify emission limit values and identify measures to be taken by Parties to limit, gradually reduce and prevent their emissions of air pollutants, including those from the transport sector. In 2012, Parties concluded negotiations on amendments to the Gothenburg Protocol to adopt emission ceilings for NO_x, NMVOC, sulphur and ammonia as well as particulate matter, including black carbon, for 2020 and beyond thereby addressing health and environment related concerns and potentially contributing to short-term climate change mitigation.

The **ECE Transport Division** aims to facilitate the international movement of persons and goods by inland transport modes and improve competitiveness, safety, energy efficiency and security in the transport sector while reducing adverse environmental impacts of such transport activities in order to contribute to sustainable development. The activities by the **World Forum for Harmonization of Vehicle Regulation (WP.29)** as well as the **Working Party on Transport Trends and Economics (WP.5)** are of particular interest to policy makers and practitioners dealing with air pollution.

The ECE Environment and Transport Divisions, as well as the World Health Organization Regional Office for Europe (WHO-Europe) jointly implement the **Transport, Health and Environment Pan-European Programme (THE PEP)** which addresses the existing linkages between the three different sectors thereby offering a platform for countries to share experiences and lessons learned. Through the Amsterdam and Paris Declarations, member states have committed themselves to build capacity for the integration of transport, health and environmental policies to, inter alia, reduce emissions of transport-related greenhouse gases, air pollutants and noise.

PROGRAMME

10:00 – 10:20

OPENING REMARKS

- **Ivonne Higuero**, Chief, Operational Activities and Review Section, Environment Division
- **Eva Molnar**, Director, Transport Division

SESSION 1 10:20 – 11:00

SETTING THE SCENE: LINKAGES BETWEEN TRANSPORT AND AIR POLLUTION

- **Air pollution abatement and the transport sector: Achievements, environmental and health implications, and future challenges** (Krzysztof Olendrzynski, CLRTAP secretariat)
- **UN legal instruments on the construction of vehicles**
(Romain Hubert, ECE World Forum WP.29)
- **The Transport, Health and Environment Pan-European Programme (THE PEP)**
(Robert Thaler, Federal Ministry of Agriculture, Forestry, Environmental and Water Management, Austria, Chair of THE PEP 2012-2013)

10 min Q&A

11:00 – 11:20 Coffee Break

SESSION 2 11:20 – 13:00

ROAD TRANSPORT: MAKING VEHICLES EMIT LESS – ACHIEVEMENTS AND REMAINING CHALLENGES

- **Emission reductions resulting from the implementation of the EURO Standards**
(Jan Cortvriend, European Commission, DG Environment)
- **World Forum WP.29 regulatory activities having a direct impact on air pollution**
(Francois Guichard, ECE World Forum WP.29)
- **Development of the Worldwide harmonized Light vehicle Test Procedures (WLTP) in the framework of the World Forum on the Harmonization of Vehicle Regulation**
(Giovanni d'Urbano, Federal Office for the Environment, Switzerland)
- **Working within environmental regulations – a carmaker's perspective**
(Jakob Seiler, German Automotive Industry Association (VDA))
- **Reducing emissions from vehicles in the United States - Tightening fuel economy standards and supporting alternative technologies** (Paul Almodóvar, United States Environmental Protection Agency)
- **Possibilities for future emission reductions using Advanced Driver Assistance Systems**
(Edoardo Gianotti, ECE World Forum WP.29)

Panel discussion on the interdependencies between air pollution abatement obligations and transport policies and regulations

Proposed questions for discussion:

- *Will the new WLTP be able to ensure that emission values are achieved under road conditions?*
- *Which transport-air pollution interactions need to be increasingly addressed by policy makers and which have not at all been addressed so far?*
- *How should air pollution and health considerations be integrated into transport policies, and vice-versa, in order to effectively limit human exposure to emissions from transport?*

13:00 - 15:00 Lunch Break

SESSION 3 15:00 – 15:45

ADDRESSING HIGH LEVELS OF AIR POLLUTANT EMISSIONS FROM TRANSPORT

- **Addressing high levels of air pollutant emissions in Paris, Ile-de France** (Laurence Rouil, Institut National de l'Environnement Industriel et des Risques (INERIS))
- **Abatement of NO₂ and PM pollution in Madrid** (Madrid City Council, tbc)
- **Diesel engines exhausts: Myths and Realities**
(Konstantinos Alexopoulos, ECE Working Party 5 on Transport Trends and Economics)

15 min Q&A

SESSION 4 15:45 – 16:45

ACHIEVING SUSTAINABLE MOBILITY BY FACILITATING MODAL SHIFT

- **How integrated urban planning can help to reduce air pollution in cities**
(Gulnara Roll, ECE Housing and Land Management Unit)
- **Overview over public transport systems in the ECE region**
(Konstantinos Alexopoulos, ECE Working Party 5 on Transport Trends and Economics)
- **The PEP as a platform for dialogue across sectors - actions in Eastern Europe, the Caucasus, Central Asia and South Eastern Europe** (George Georgiadis, THE PEP secretariat)
- **Strategy for sustainable transport development in the city of Almaty**
(Irina Yesserkepova, "Zhasyl Damu" JSC, Kazakhstan)

20 min Q&A

16:45 – 17:00 Coffee Break

SESSION 5 17:00-17:40

INTEGRATED POLICY MAKING – IMPLEMENTING COMMON OBJECTIVES

- **An Austrian showcase: 'Klimaktiv mobil'- National programme to promote environmentally friendly mobility management** (Robert Thaler, Federal Ministry of Agriculture, Forestry, Environmental and Water Management, Austria)
- **Transalpine freight traffic in Switzerland**
(Richard Ballaman, Federal Office for the Environment, Switzerland)

17:40 – 18:00

Conclusions and recommendations
