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MID-TERM REVIEW [*/] (1997-2002) of the PROGRAMME OF JOINT ACTION (POJA) adopted at the Regional Conference on Transport and the Environment (Vienna, 12-14 November 1997)

Note by the UNECE secretariat

A. MANDATE AND BACKGROUND FOR THE MID-TERM REVIEW

I. Mandate for undertaking the mid-term review

1. In the Programme of Joint Action (POJA), adopted by UNECE member States at the Regional Conference on Transport and the Environment (Vienna, 12-14 November 1997), the UNECE has been invited to convene a mid-term review meeting at the appropriate level in the year 2002 in order to integrate the implementation and monitoring of POJA into the world-wide implementation of Agenda 21. This review should assess the progress achieved and the difficulties met in implementing POJA. It should also give guidance for the further work on the implementation of POJA to the year 2007, including the preparation of the final review and a possible further follow-up (ECE/RCTE/CONF./3/FINAL).

[*/] The Annexes to this document are available in English only.

2. The Joint Meeting on Transport and the Environment (JMTE) established under POJA and its ad hoc expert groups considered at various occasions the objectives and issues to be addressed at the 2002 mid-term review as well as the procedures to be used. The ad hoc meeting of national focal points, lead actors and other experts on POJA (7-8 February 2000) considered for the first time the objectives to be attained and identified a number of possibilities how to organize the mid-term review meeting and how to evaluate progress achieved in the implementation of the POJA at national and international levels (JMTE/AC.1/2000/2, para. 27).

3. Based on the views of this expert group, the UNECE secretariat has prepared document JMTE/2000/7 which identified the objectives of the mid-term review a well as the necessary activities to be undertaken in this regard pertaining to the assessment of work undertaken, re-direction and re-focussing of activities, and integration of POJA into the world-wide efforts to implement Agenda 21. In the same document, the UNECE secretariat proposed procedures and working methods to achieve the objectives of the mandated mid-term review.

4. The JMTE, at its third session (6 June 2000), agreed with the proposals of the UNECE secretariat and felt that the required documentation should be prepared by the newly established ad hoc expert group (JMTE/2000/8, paras. 24 and 26).

II. Supervising and monitoring the implementation of POJA

5. In parallel to these considerations on the content and format of the mid-term review, JMTE, as mandated, supervised and monitored, since its first session held in July 1998, the implementation of POJA at the national and international level. Following reports on the status of implementation of the POJA at the national level (JMTE/1998/4, paras. 5-14; JMTE/1999/3; JMTE/1999/6, paras. 13-16 and 20) and at the international level (JMTE/1998/2; JMTE/1998/4, paras. 5-7; JMTE/1999/4; JMTE/1999/6, paras. 17-24) which were reviewed regularly by the JMTE at its annual sessions as of December 1999, the UNECE secretariat has transmitted questionnaires to national focal points with a view to identifying national projects or activities within POJA to which they attached special priority. The results of these questionnaires were considered at a special meeting of national focal points, lead actors and other experts (February 2000) and at the third session of JMTE in June 2000 (JMTE/AC.1/2000/2, paras. 5-17; JMTE/2000/3; JMTE/2000/8, paras. 11 and 12).

6. Similarly questionnaires were also transmitted by the UNECE secretariat to lead actors responsible for the implementation of international elements of the POJA. The results of these questionnaires were also considered at the special meeting of national focal points, lead actors and other experts (February 2000) and at the third session of JMTE in June 2000 (JMTE/AC.1/2000/2, paras. 18-27; JMTE/2000/4; JMTE/2000/6; JMTE/2000/8, paras. 13-23).

7. With a view to assisting the newly established ad hoc expert group in its task of monitoring the implementation of POJA, further questionnaires were transmitted by the UNECE secretariat to international lead actors in November 2000. The replies covering the implementation of the POJA at the national level were considered by the expert group at its first session in February 2001 (Informal Document No. 1 and Annexes 1 and 2; JMTE/AC.1/2001/2, paras. 8-19). Updated information was reviewed by JMTE at its June 2001 session (JMTE/2001/2; JMTE/2001/5, para. 17). Replies concerning international activities were also considered by the expert group at its first session (Informal Document No. 2; JMTE/2000/8; JMTE/AC.1/2001/2, paras. 20-23) and updated information was reviewed by JMTE at its June 2001 session (JMTE/2001/3; JMTE/2001/4; JMTE/2001/5, paras. 18-25).

8. In addition to these inter-sectoral review activities, the Inland Transport Committee of the UNECE, at its sixty-third session in February 2001, considered the implementation of the relevant POJA programme elements by its various subsidiary bodies based on a progress report prepared by the UNECE secretariat (TRANS/2001/9; ECE/TRANS/136, para. 14).

9. In accordance with its mandate, JMTE, assisted by its ad hoc expert group, has thus supervised and regularly monitored the implementation of POJA both at the national and international levels and has contributed to the integration of the cross-sectoral transport and environment issues into the programme of work of the competent subsidiary bodies of the UNECE.

10. It must be admitted, however, that the mandated supervisory and monitoring role of JMTE to assess the implementation of POJA often remained at a very superficial and sometimes even unsatisfactory level. There seem to be basically four reasons for this: first of all, apparently it was very difficult for many UNECE member countries to live up to the expectations expressed in POJA to designate quickly national focal points and to volunteer as further Lead Actors in specific fields. Several gaps in this respect remain until today. Secondly, JMTE and its ad hoc expert groups devoted much of their time to procedural and organizational issues, rather than focusing primarily on the mandated substantive matters, such as assessment and coordination of activities undertaken, promotion of assistance to countries in transition or to identification of priorities for work at the international level. Thirdly, it turned out to be impossible to involve in the work of JMTE and its ad hoc expert groups a sufficient number of countries in transition. Thus, their possibilities to contribute substantially to the discussions, also in shaping the future direction of work, remained marginal. Lastly, it had not been possible to establish a strong, pro-active secretariat within the resources available to the UNECE secretariat that would have been able to produce timely and substantive documentation in the three working languages of the UNECE. Such an international secretariat could have been able to possibly make up, to some

extent, for the lack of guidance provided by JMTE in supervising and monitoring the implementation of POJA.

III. Addition of health aspect to the activities under POJA

11. The first High-level Meeting on Transport, Environment and Health, organized by WHO and UNECE (Geneva, 4 May 2001) in accordance with the mandate of the London Charter on Transport, Environment and Health and the Ministerial Declaration adopted at the 3rd Ministerial Conference on Environment and Health, invited concerned international organizations to further enhance cooperation and coordination of all activities in the fields of transport, environment and health, particularly those in the London Charter and in POJA. The High-level meeting also endorsed a proposal made by the UNECE and WHO secretariats to rationalize the existing international institutional mechanisms established under the Vienna and London follow-up processes and to prioritise the related work (ECE/AC.21/2001/3).

12. Taking account of these decisions, JMTE, at its session in June 2001, decided to extend the Ad Hoc Expert Group on Transport and the Environment to include health experts and to rename it Joint UNECE-WHO Ad Hoc Expert Group on Transport, Environment and Health. JMTE also agreed that the second High-level Meeting, to be convened on 5 July 2002 at the Ministerial level, should endorse the Vienna mid-term review (JMTE/2001/5, para. 10). The UNECE Inland Transport Committee and the UNECE Committee on Environmental Policy took note of these decisions.

IV. Priority setting

13. In accordance with the decision of the High-level Meeting, the newly established Joint UNECE-WHO ad hoc expert group identified three priority areas for further work in the fields of transport, environment and health at the Pan-European level:

(a) Integration of transport, environment and health aspects into transport policy;
(b) Demand side management and modal shift;
(c) Urban transport;
(d) Cross cutting issues (specific needs and problems of Newly Independent States (NIS) and South Eastern European countries as well as ecologically particularly sensitive areas of the region).

B. ASSESSMENT OF ACTIVITIES CARRIED OUT UNDER POJA (1997-2002)

14. The assessment of activities to be undertaken as part of the POJA mid-term review contained in this document has to be seen in the context of the new focus, scope and orientation given to the activities in the field of transport, environment and health. With the endorsement of the mid-term review of POJA and with the decisions on the rationalization of existing international institutional mechanisms under the London and Vienna follow-up processes and on prioritization of work to be taken by the second High-level Meeting on Transport, Environment and Health (Geneva, 5 July 2002), the activities undertaken at the national and international levels under POJA and under the London Charter will be brought together under a single new programme: The Transport, Health and the Environment Pan-European Programme (THE PEP).

15. In the following sections of this report, a brief overview will be given of the degree of implementation of the various programme elements of POJA between 1997 and 2002, both at the national and at the international level. Also programme activities that apparently could not be implemented will be identified and a short analysis on the possible reasons for those gaps will be provided. Finally, the document outlines a procedure to ensure continued monitoring of those activities undertaken in the framework of POJA that may no longer be directly addressed under the newly established priority areas in THE PEP, but may nevertheless need to be taken up by Governments or international organizations as they address or respond to specific national or international requirements.

I. Implementation of POJA at the national level

(a) Level of implementation

16. In accordance with its mandate, the Joint Meeting on Transport and the Environment (JMTE) has regularly monitored progress achieved in the implementation of the POJA at the national level. In addition to regular reports made at the annual sessions of the JMTE since its inception in 1998 by UNECE member Governments, the results of questionnaires transmitted to UNECE member States were taken note of and considered. Unfortunately, out of 55 UNECE member States, information on the implementation of POJA at the national level was usually only received from less than half of these States, in spite of considerable efforts made by the UNECE secretariat to identify and communicate with national focal points in order to ensure a permanent flow of information to and from Geneva.

17. The information compiled and consolidated by the UNECE secretariat in Annex 1 to this document, provides nevertheless large number of examples of POJA activities carried out at the national level. While neither comprehensive nor necessarily representative for the UNECE region as a whole, Annex 1 provides an idea about the type and variety of activities carried out by UNECE member States in implementing the POJA at the national level from the end of 1997 to the beginning of 2002.

18. In compiling the information contained in Annex 1 and with a view to facilitating an assessment of the implementation of POJA at the national level, the UNECE secretariat had to relate the reported national activities to individual programme elements in POJA.

19. Apart from the fact that the various POJA programme elements not only contain often overlapping content, but are of very different nature, varying from general policy level issues to very specific and technical assignments, the activities undertaken by countries at the national level often could not always easily be related to specific POJA programme elements and sometimes covered several such programme elements. In these cases, value judgements have been made and sometimes one and the same national activity was related to several POJA programme elements.

20. With a view to complementing the information received, the UNECE secretariat has requested in 2001 national focal points to identify POJA programme elements that are, to their knowledge, being implemented or planned to be implemented. The replies received from 22 UNECE member States are contained in Annex 2 to this report. Strictly speaking, this assessment cannot be compared with the information on actually implemented activities as contained in Annex 1 to this report, as it does not always cover the same countries and refers also to planned activities that may not have been implemented during the reporting period; i.e. from 1997-2002.

(b) Assessment of the implementation at the national level

21. In view of the above considerations, it is difficult to provide a complete and accurate picture about the rate of implementation of national activities of POJA for the UNECE region as a whole, based on the information contained in Annexes 1 and 2 to this report. A few general remarks can be made however taking also account of the considerations made at the various sessions of the JMTE and its ad hoc groups.

22. Among the seven main fields of activities contained in POJA, Chapter VII: "Limiting the environmental impact of aircraft and ships" clearly shows the largest gaps in implementation at the national level. On the other hand, Chapter IV: "Protection of sensitive areas, Chapter V: "Promoting sustainable urban development" and Chapter VI: "Promoting safe transport of dangerous goods" show the largest number of programme elements that have been either implemented or are planned to be implemented. The relatively high score in the latter areas probably shows the concerns and priorities for action at the national level, whereas the weak results in the former may reflect the fact that regulations for ships and planes require international rather than national measures (see also paragraph 34).

23. In more concrete terms and looking in more detail at the various chapters of POJA, the following preliminary assessment can be made:

Chapter I: Towards Sustainable Transport

24. While Chapter I (a), containing general policy objectives and strategies towards sustainable transport, is being addressed in one way or the other by virtually all reporting countries, little or no information is provided on element (b) on the development of emission standards for rail, off-road vehicles and ships, on element (i) on a review of existing transport research and particularly on element (g) referring to the use of legal acts to ensure environmental protection from transport by definition of persons responsible for environmental damage. The lack of implementation of programme element (g) may reflect the relative lack of development of civil liability concepts for environmental damages.

Chapter II: Promoting Less Polluting Vehicles And Fuels

25. Again, the more general aspects of implementing international regulations for fuels and all modes of transport as covered by element (a) seem to be addressed by many countries. Little seems to have been undertaken in many countries in the fields addressed by element (g) on the response of the national transport industry to more stringent environmental and safety standards and by element (h) on periodic technical inspection of rail vehicles. It should be added however that this assessment relates mainly to countries in transition in Central and Eastern Europe, even though some of them have repeatedly stressed the importance of these issues for their countries, as in most Western European countries many of these specific measures have already been implemented or are in the process of being implemented.

26. The rather weak implementation of programme elements (g) and (h) may be linked to the fact that high investment costs over long periods are required for the private sector to improve the environmental and safety performance not only of new, but also of older vehicles.

Chapter III: Promoting Efficient And Sustainable Transport Systems

27. A relatively weak implementation, particularly in countries in transition, can be recorded for element (b) on the use of logistics and telematic systems to reduce vehicle movements and empty runs. The installation of the necessary systems may seem to be too costly for small and medium size enterprises.

28. Also element (g) on the development of programmes to supply new vehicles with in-car feedback and driving aids as well as to promote their use is apparently not implemented in many countries. The reasons could be a lack of financial resources, the still rather innovative nature of the technology to be used as well as lack of binding legislation in that field. Other explanations may be the lack of training capacity for drivers and insufficient consumer demand.

29. The same holds also true for element (m) addressing the abolition of market distortions by using instruments to internalize external costs. While many countries have addressed this issue in principle under chapter I. (a) and have enacted or are enacting several measures in this regard, this issue seems to be particularly difficult to address in countries in transition in Eastern Europe.

Chapter IV: Protection of Sensitive Areas

30. Little information has been provided on the implementation of this chapter at the purely national level. The information available seems to indicate that, in particular, element (e) on the promotion of ultra-low noise, ultra-low polluting and zero-emission vehicles also for tourist regions and nature protection zones is apparently difficult to implement.

31. While this chapter seems to have been generally well implemented in Western Europe, sustainable tourism services, with a few exceptions, have not yet been developed. Also the market for zero-emission vehicles is still extremely limited and the general consumer demand tends to move at present in the opposite direction, i.e. towards high-powered, special utility vehicles (SUVs).

Chapter V: Sustainable Urban Development

32. POJA programme element (f) addressing measures to reduce the need to travel and to develop and encourage the use of public transport, e.g. through land use planning and policies, seems to have been particularly weakly implemented in countries of Eastern Europe. The same seems to hold true for element (g) referring to new parking policies and other means to limit car traffic in urban centres. The maintenance of an efficient public transport system in these countries seems to be increasingly jeopardized by lack of financial resources and by an expanding private car fleet. At present, the urban sprawl is spreading out with industries moving to the outskirts of cities and to the countryside. Spatial-planning measures to curb such developments are still fairly recent and often not fully made use of.

Chapter VI: Promoting Safe Transport of Dangerous Goods

33. The safe transport of dangerous goods, being a sensitive and politically important issue at the national level, is apparently addressed adequately in most UNECE member States. No major problems in its implementation seem to occur.

Chapter VII: Limiting the Environmental Impact of Aircrafts and Ships

34. With the exception of programme element (c) on the implementation of ECAC criteria for the phasing out of aircraft that do not meet ICAO Chapter 3 noise standards and possibly element (d) addressing better land-use near airports, national implementation of all other elements in this chapter is lagging behind, probably because the regulation on ships and planes requires international measures. It should be pointed out however that implementation of programme elements (a) and (b) can only be undertaken in countries having the necessary expertise and facilities and /or have aircraft or engine manufacturers.

35. In general, it seems obvious that implementation of POJA at the national level during the period under review (1997-2002) appeared to be generally weak in countries in transition, particularly those in Eastern Europe, even though priority should have been given to implementation of POJA in these countries (JMTE/200/8, para.17).

36. Also, in Western Europe, considerable problems still exist in implementing activities in the field of transport and the environment within reasonable time frames due to different and sometimes overlapping or even conflicting competencies and mandates of the national authorities concerned. In the member States of the European Union, the European Commission often seems to provide for the sometimes lacking public, political and legislative pressure to implement measures relevant for POJA at the national level.

37. Some of the general reasons for gaps in implementation of POJA at the national level have already been analysed by the Joint Ad Hoc Expert Group on Transport and the Environment in February 2001 (JMTE/AC.1/2001/2, para. 18). This analysis seems to be still valid today. Some of the specific reasons evoked by the expert group were the following:

- lack of resources at the national level;
- lack of consensus within the Government at all levels (both horizontally and vertically);
- lack of expertise on dealing with cross-sectoral issues;
- lack of consumer demand and lack of training for drivers;
- domestic political problems jeopardizing implementation of POJA programmes;
- low national priority rating for certain programme elements;
- vague description of POJA elements hindering concrete implementation.

38. Gaps in implementation of POJA at the national level were also due to the lack of effective mechanisms of international cooperation and interaction between Western and Eastern European countries. Also the resources made available by the UNECE secretariat were insufficient and international funds for development and cooperation in this field had not been forthcoming. On the other hand, experts felt that, in a number of countries, POJA had a positive influence on national activities and policies in the field of transport and environment, as it represented a consensus among countries on the issues to be tackled as well as an inspiring framework for action. Furthermore, it was felt that POJA provided a checklist for actions to be carried out at the national level, facilitated monitoring and assessment of activities and promoted international cooperation and the exchange of best practices among countries. Finally, POJA apparently contributed to awareness raising, made the public sensitive to sustainability issues in transport and encouraged participation of countries in transition (JMTE/AC.1/2001/2, para. 17).

II. Implementation of POJA at the international level

(a) Level of implementation

39. In accordance with its mandate, JMTE has also regularly monitored progress achieved in the implementation of POJA at the international level. The UNECE secretariat also has requested regularly information from the international lead actors on their work plans to implement the relevant programme elements for which they were responsible. Most of the lead actors did provide the requested information.

40. A detailed description of the activities carried out between 1997 and 2002 to implement the POJA at the international level is contained in Annex 3 to this report. Information is provided on the activities undertaken by lead actors as well as by other parties, be it UNECE member States, the European Community or international governmental and non-governmental organizations.

41. Annex 3 to this report also provides information on priority ratings accorded to all programme elements of POJA at the international level as have been determined by 29 UNECE member States. The underlying ranking methodology has been developed by JMTE and, in spite of some shortcomings, maintained until the present mid-term review (JMTE/AC.1/2001/2, para. 23 (b)).

(b) Assessment of implementation at the international level

42. Implementation of POJA at the international level is closely linked with the role and activities undertaken by Lead Actors. Lead Actors are countries and/or organizations that have volunteered to undertake specific actions in order to ensure the implementation of activities in the field for which they have taken responsibility (ECE/RCTE/CONF.3/FINAL).

43. Unfortunately, it turned out to be unrealistic to find Lead Actors for all or even for most of the programme elements to be implemented at the international level. Out of a total of 53 programme elements contained in the seven chapters of POJA, only 27 of them had found Lead Actors by mid-2002. Chapter VI. on the promotion of safe transport of dangerous goods did not find a Lead Actor at all. Even more unfortunate was the fact that out of 35 programme elements identified as being of high priority (i.e. having an average priority ranking between 1 and 1.9 (within a range of 1 to 3)), only 16 of them (less than half) did find Lead Actors. The same holds true for those programme elements that were considered as of priority for countries in transition. Only 19 out of a total of 41 such programme elements particularly important for countries in transition did find Lead Actors responsible for their implementation and, in many cases, the results of these activities did not seem to have become known in countries in transition.

44. It should be noted, however, that – and this is similar to the point already made earlier - activities undertaken by Lead Actors are often covering more than one programme element contained in POJA and often extend to other issues addressed in other elements and chapters of POJA.

45. Out of 55 UNECE member States, only 9 lead countries could be identified (Austria, Croatia, Finland, France, Italy, Netherlands, Norway, Sweden and Switzerland) and only 7 lead intergovernmental organizations (CEN, ECMT, ICAO, IMO, OECD, UNECE and WHO).

46. Annex 3 to this report shows that under most programme elements for which Lead Actors have been identified, concrete and substantive activities had been undertaken, often also involving other countries and organizations. This underlines the crucial role played by the Lead Actors for the effective implementation of POJA at the international level. In order to highlight this further, Annex 4 to this report provides three examples of specific activities (success stories) carried out by Lead Actors to implement POJA programme elements I.(k) and IV.(a) (Austria), programme element III.(h) (Finland) and programme element V.(d) (Netherlands). Other examples, including those undertaken by intergovernmental organizations, would also support this argument.

47. In more concrete terms and looking in more detail at the various chapters of POJA, the following preliminary assessment on the implementation of POJA at the international level can be made (more detailed information on the various programme elements implemented at the international level is contained in the reports of JMTE and its ad hoc expert groups):

Chapter I: Towards Sustainable Transport

48. While most programme elements, containing general policy objectives and strategies as well as sharing of best practices, seem to be well addressed by the Lead Actors and other countries and international organizations, most of the activities relating to assistance to countries in transition ((h), (i) and (j)) as well as to international research (g) do not seem to have attracted much attention although the importance of these elements in a Pan-European context is apparent.

Chapter II: Promoting Less Polluting Vehicles and Fuels

49. Considerable work has been undertaken, particularly by international organizations, including the UNECE, in implementing programme elements (a) to (i) on strengthening of emission standards, use and inspection of clean road vehicles and ships and on the use of clean fuels. Little or no activities were reported on programme elements (j) to (n) in this chapter addressing mainly the development of international regulations restricting the use of highly emitting vehicles as well as assistance to countries in transition towards vehicle inspection programmes. Also, apparently no assistance has been provided to countries in transition to use economic and/or administrative mechanisms which could provide for enforcement of international standards and procedures in this area.

Chapter III: Promoting Efficient And Sustainable Transport Systems

50. Work has been undertaken by Lead Actors and other countries and international organizations in implementing Chapter III of POJA at the international level. Particularly important work seems to have been undertaken under programme element (h) towards the integration of Strategic Environmental Impact Assessment in national and international transport planning processes (see also Annex 4 on activities undertaken in this regard by Finland).

Chapter IV: Protection of Sensitive Areas

51. Austria and Italy were Lead Actors for all programme elements in this chapter. These two countries undertook considerable work through studies and international conferences to implement, in particular elements (a) and (f), but seem to have also reached out to the other programme elements in this chapter (see also Annex 4 on activities undertaken in this regard by Austria).

Chapter V: Sustainable Urban Development

52. Particularly important work at the international level has been carried out in this areas by ECMT, which, as Lead Actor for element (a) has organized several seminars on policy guidelines to integrate land use and transport planning. Also considerable work has been undertaken to implement programme element (d) on the promotion of walking and cycling (see also Annex 4 on activities undertaken in this regard by the Netherlands).

Chapter VI: Promoting Safe Transport of Dangerous Goods

53. Apart from the traditional and regular activities carried out by UNECE in this field, some activities on the training of experts and application of national and internationals standards and regulations covering the transport of dangerous goods have been undertaken.

Chapter VII: Limiting the Environmental Impact of Aircrafts and Ships

54. Many of the very concrete and specific activities in this chapter of POJA have been or are being implemented either by or with the competent international organizations working in this field, such as ICAO, IMO, UNECE or the European Community.

55. In general, it seems that in spite of a number of apparent gaps in the implementation of POJA at the international level during the period under review (1997-2002), some progress has been made, particularly in areas which were addressed by Lead Actors, irrespective of whether these actors were Governments or international organizations. Again, as the experience with implementation of the national components of POJA has shown, the specific needs of countries in transition seem to have not been addressed adequately at the international level.

C. RATIONALIZATION OF POJA AND FUTURE WORK

56. As mentioned before, with the endorsement of the mandated mid-term review of POJA and with the decisions on rationalization of the existing international institutional mechanisms under the London and Vienna follow-up processes and on prioritization of work to be taken by the second High-level Meeting on Transport, Environment and Health (Geneva, 5 July 2002), the activities undertaken at the national and international levels in the POJA and in the London Charter will be brought together under a single new programme: The Transport Health and the Environment Pan-European Programme (THE PEP).

57. As a consequence, as of July 2002, the present seven chapters of POJA with its numerous programme elements will be rationalized and only four priority areas for further work at the Pan-European level will remain (see paragraph 13).

58. THE PEP, with its new institutional mechanism, will continue to provide a framework and a forum for the implementation of all national and international components of POJA. THE PEP will re-focus and re-direct all previous POJA activities and programme elements to a few carefully selected priority areas in which the activities of the international community could have a real impact. Lead Actors and other parties implementing POJA may, however, wish to continue to implement the respective national or international POJA programme elements as long as they respond to specific national or international needs and/or are in line with established mandates. This applies equally to Governments as well to international organizations.

59. The new Steering Committee to be established under THE PEP will serve as a forum where the so-called "non-priority" activities of POJA no longer contained in THE PEP can be reported on and taken note of and will allow for an exchange of views on their implementation, both at the national and the international levels. Any efforts to maintain or even create separate organs or bodies to coordinate and supervise such complementary "non-priority" activities would run counter to the aspirations of UNECE Governments to rationalize existing institutional mechanisms in this regard.

60. The same argument will apply to the role and functions of the national Focal Points established under POJA. Given the important roles of such Focal Points in UNECE member States for the efficient exchange of information among countries and between national and international level, these Focal Points will need to adapt their role and function to accommodate also, as of July 2002, the newly-added health aspects.

61. With the establishment of the new Steering Committee under THE PEP, the Joint Meeting on Transport and the Environment (JMTE) will cease to exist. The participants at the Steering Committee will thus no longer be confined to the members of the Bureaux of the UNECE Inland Transport Committee and the UNECE Committee on Environmental Policy as well as to other selected representatives as stipulated in POJA (ECE/RCTE/CONF./3/FINAL). They will rather be delegated by UNECE and WHO-Euro member States in line with the Terms of Reference of the Committee and will represent the transport, environment and health sectors on an equal footing.

Annex 1

Implementation of the Vienna Programme of Joint Action (POJA) at the national level

IMPLEMENTATION OF POJA AT THE NATIONAL LEVEL			
Element No.	Programme Element Title */	Implementing country	Activity undertaken **/
Chapter I. Towards Sustainable Transport			
I. (a)	Develop national strategies and programmes for sustainable transport on the basis of existing recommendations from international organizations which will include the: - collection and assessment of data on pollution, noise and energy consumption, based on international methodologies and the development of scenarios of emission and energy consumption; - development and adoption of strategies, measures and instruments for the attainment of an environmentally responsible transport system for passenger and goods, i.e. for the - internalization of external costs; - shifting of transport volume towards transport modes with lower specific emissions and energy consumption;	Belgium	(i) Regular publicity campaigns on driving behaviours in line with environmental and safety considerations. (ii) Integration of the "days without car" into a "mobility week" organized once a year. (iii) Development of a federal strategy for sustainable development (2000-2004). (iv) Preparation of a "White Paper" on challenges and strategies to be pursued for sustained mobility until 2020 (finalized in 2001).
		Czech Republic	(i) Harmonization of modal measures (2001). (ii) Internalization of external costs (2001).
		Denmark	(i) Development of sustainable strategy in which transport is dealt with as an individual issue. (ii) Development of indicators in relation to the sustainable development strategy (iii)Yearly "In town without my car" arrangement
		Finland	Development of environmental guidelines for the transport sector for an ISO 14001 environmental management system outlining long-term policies and targets (2010 emissions in transport not to exceed those of 1990).
		France	Preparation of a general policy framework for goods and passenger transport taking account of eco-systems and greenhouse effects, including bypasses building, multimodal and urban transport services.
		Georgia	Implementation of measures to reduce greenhouse gas emissions in transport (1996-1997).

IMPLEMENTATION OF POJA AT THE NATIONAL LEVEL			
Element No.	Programme Element Title */	Implementing country	Activity undertaken **/
I. (a) (cont'd)	- establishment of national targets for the environmental impact of transport, based on international conventions and other legally binding documents; - development and implementation of public information campaigns and training programmes for all actors in transport operations in order to raise public awareness about the environmental impact of transport; - encouragement of sustainable production and consumption patterns, including sustainable travel behaviour and to support sustainable policy decisions in the field of transport and the environment.	Germany	Introduction of environmental aspects in all fields of transport and land use planning, including use of a new federal transport infrastructure plan as of 2002.
		Hungary	Strategic environmental assessment of the Danube Corridor with a view to developing sustainable transport policies and measures (2001).
		Italy	Implementation of "car free days" based on incentives and voluntary measures taken by municipalities.
		Netherlands	Study on marginal social costs in transport covering road pricing, charges for emissions in air and water transport, etc. (2000).
		Norway	The basis of the transport policy is outlined in the National Transport Plan 2002-2011 (NTP) which formulates a differentiated policy for national transport corridors, rural areas and urban areas across the different transport modes. The plan was presented to the Parliament in 2000 and a revised version of the plan for the period 2006-2015 is to be presented to the Parliament in 2004. A wide range of instruments are used to address problems associated with transport, both in the form of economic and administrative instruments.
		Poland	Preparation of sustainable transport policies (2000-2015) and establishment of an inventory and monitoring mechanism for transport emissions.
		Romania	Development of national strategies to encourage modal shift towards less polluting vehicles, incl. establishment of national targets and use of information campaigns.
		Russian Federation	(i) Creation of a legal basis for the implementation of measures to reduce the negative environmental impact of motor transport, incl. the phasing out of leaded fuels. (ii) Development of a programme on reduction of emissions of motor fleet (2001).

IMPLEMENTATION OF POJA AT THE NATIONAL LEVEL			
Element No.	Programme Element Title */	Implementing country	Activity undertaken **/
I. (a) (cont'd)		Slovakia	(i) Implementation of a joint action plan on internalization of external costs in transport (2000-2003). (ii) Research on indicators measuring sustainable developments in transport (2001-2003).
		Slovenia	Implementation of a national environmental action plan, including control of traffic flows, impact of transport liberalization and deregulation policies, promotion of environmentally friendly means of transport, etc. (2003-2008).
		Spain	Development of environmental indicators to measure progress of sustainable transport strategies.
		The former Yugoslav Republic of Macedonia	Establishment of a national transport environmental action plan at the national level.
I. (b)	Develop proposals for emission standards of exhaust fumes and noise for rail, off-road vehicles and ships.	Norway	Norway complies with established EU-directives for emission standards for vehicles and for fuel quality.
I. (c)	Adopt guidelines for integrated transport and land use planning and encourage regional and local authorities to do so, seeking to reduce the need for motorized transport and to encourage the use of less polluting modes of transport.	Slovenia	Development of a national spatial plan for sustainable development of rural and urban areas (2001).
		Denmark	Elaboration of guidelines for the regions containing suggestions regarding transport planning.
		Norway	National policy guidelines for coordinated land use and transport planning which was established in 1993 is under revision.

IMPLEMENTATION OF POJA AT THE NATIONAL LEVEL			
Element No.	Programme Element Title */	Implementing country	Activity undertaken **/
I. (d)	Encourage the use of economic and fiscal measures directed to stimulate sustainable transport (e.g., road pricing, variabilization of costs and differentiated fuel and vehicle taxes according to, e.g., emission levels and fuel consumption, fuel quality, etc.).	Switzerland	Implementation of national programme to combat the greenhouse effect, including measures to support technological development and procurement of new vehicles, introduction of eco-tax, etc.
		France	Preparation of a pilot study on marginal cost charging schemes in transport (2001).
		Denmark	Introduction of ownership tax on passenger cars based on vehicle fuel efficiency. Preparation on a revision of the Danish taxation of vehicles.
		Norway	Norwegian fuel taxes are relatively high, including a CO2-tax on diesel and gasoline and a SO2-tax on diesel. Studies indicate that they cover, to a large extent, the marginal external costs outside urban areas. Norway has a relatively high purchase tax on vehicles. An annual environmental tax on heavy goods vehicles was introduced in 2000. Tax rates are differentiated according the EURO I-III-requirements. The necessary legal framework to introduce congestion pricing was approved in June 2001. Revenues after covering costs in relation to implementation and operation, will be distributed between local and state levels and earmarked for local transport purposes. The concept “transport purposes” is used in a broad sense including, public transport, traffic safety, environment and infrastructure. The intention is to achieve public acceptance of congestion pricing. In addition the revenue will facilitate implementation of local transport plans and “packages” when congestion pricing is one of several measures.
		Sweden	Introduction of a mileage-related heavy motor vehicle tax for vehicles above 3.5 tonnes replacing the previous flat rate tax system (2001).

IMPLEMENTATION OF POJA AT THE NATIONAL LEVEL			
Element No.	Programme Element Title */	Implementing country	Activity undertaken **/
I. (e)	Take additional steps to limit the use of means of transport in international traffic, which do not correspond to the requirements imposed by international regulations and agreements in the field of pollutant emissions, noise and safety.	Croatia Norway	Implementation of ECO-tests (exhaust emissions from motor vehicles) through technical inspections as of April 2000. A noise differentiated landing charge has been introduced in some airports.
I. (f)	Extend support to programmes and measures in the field of environmental protection from the negative effects of transport, favourable conditions for investment in transport equipment which reduces pollution and energy consumption.	Norway	Electric cars are exempted from value added tax, purchase tax and annual vehicle tax as well as from payment in toll rings and on public owned parking places.
I. (g)	Encourage the use of legal acts directed to ensure environmental protection from transport by definition of juridical and physical persons responsible for the environmental damage (including former damage).	Norway	The Pollution Control Act is currently subject to revision to incorporate the new EU-directive on local air quality. It also includes relatively strict noise regulations. According to the proposal, the municipalities will be given substantial authority. The Public Roads Administration will get responsibility for sampling points and assessment of measures. If limit values are exceeded, analyses of possible measures have to be performed. The most profitable measure will be implemented first.
I. (h)	Establish and adopt environmental and health targets for the transport sector consistent with the Convention on Long-range Transboundary Air Pollution, the Framework Convention on Climate Change, and other relevant environmental and health conventions (to be implemented at the national level, according to national policies).	Italy Norway Poland	Implementation of a national plan to reduce greenhouse gas emissions from transport, covering fuels, vehicle fleet, public transport and modal shift (2002-2012). The main strategy towards global and regional environmental problems is the use of a cross-sectoral approach. On regional emissions, a cross-sectoral analysis of a cost-efficient follow-up of the Gothenburg protocol under the Convention on Long-Range Transboundary Air Pollution is carried out. In this process as well as in the follow-up process to Kyoto, the transport sector contributes on equal terms as other contributing sectors. Application of relevant ECE regulations relating, in particular, to emissions and noise, including type approval of vehicles.

IMPLEMENTATION OF POJA AT THE NATIONAL LEVEL			
Element No.	Programme Element Title */	Implementing country	Activity undertaken **/
I. (i)	Review existing transport research and development programmes to assess if their scope is consistent with the current programme of joint action, to avoid duplications.		
Chapter II. Promoting Less Polluting Vehicles and Fuels			
II. (a)	Implement international regulations, legal instruments and standards for the protection of health and on pollutant emissions, noise and safety for all modes of transport and fuels.	Croatia	Implementation of ECO-tests (exhaust emissions from motor vehicles) through technical inspections as of April 2000.
		France	Implementation of national programme to combat the greenhouse effect, including measures to support technological development and procurement of new vehicles, introduction of eco-tax, etc.
		Georgia	Development of a long-term programme to establish an environmentally sound motor vehicle fleet, incl. improvements in fuel quality standards (2000-2005).
		Germany	Implementation of measures to promote the use of less polluting motor vehicles and fuels, incl. voluntary commitments by industry to reduce specific fuel consumption and sulphur content of fuels.
		Hungary	Adoption of all relevant EC Directives and UNECE Regulations concerning air pollution and noise requirements for road and non-road transport as well as for two wheelers.
		Netherlands	Preparation and implementation of new maximum noise emission standards and preparation of demonstration projects on new silent technology products for rail transport (2002).
		Norway	See I.(b) and I.(d).

IMPLEMENTATION OF POJA AT THE NATIONAL LEVEL			
Element No.	Programme Element Title */	Implementing country	Activity undertaken **/
II. (b)	Adopt and implement the provisions of rules … on the Uniform Conditions for Periodic Technical Inspections of wheeled vehicles.	Georgia	Implementation of periodical technical inspection of motor vehicles (1998).
		Hungary	Adoption and implementation of the UNECE Agreement concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of Such Inspections (1997). Modification of national regulation concerning the periodical technical inspection of all kind of vehicles of the fleet.
		Norway	See I.(b).
		Romania Russian Federation	Adoption and implementation of the UNECE Agreement concerning the Adoption of Uniform Conditions for Periodical Inspections of Wheeled Vehicles … (1997).
		The former Yugoslav Republic of Macedonia	Establishment of eco-tests for motor vehicles during annual technical inspections.
II. (c)	Adopt and implement the provisions of amendment … to the 1971 European Agreement supplementing the 1968 Vienna Convention on Road Traffic.		
II. (d)	Phase out leaded fuels and ensure the provision of unleaded and other less polluting fuels.	Armenia	Research on introduction of cleaner fuels, including the phasing out of leaded petrol.
		Georgia	Development of strategies to phase out leaded fuels, including awareness raising (1998-200).
		Hungary	As of 1999, sale of leaded fuel is forbidden.
		Kazakhstan	Development of national requirements for the introduction of lead-free petrol.
		Poland	Implementation of measures to reduce and phase-out leaded fuels, including fiscal instruments and public information campaigns.

IMPLEMENTATION OF POJA AT THE NATIONAL LEVEL			
Element No.	Programme Element Title */	Implementing country	Activity undertaken **/
II. (d) (cont'd)		Russian Federation	Creation of a legal basis for the implementation of measures to reduce the negative environmental impact of motor transport, incl. the phasing out of leaded fuels.
II. (e)	Develop and implement programmes aimed at reducing energy consumption of the transport sector.	Kazakhstan	Development of a strategy to reduce ethylized petrol consumption in road transport.
		Norway	Norway has relatively high duties on petrol and diesel and on purchase tax on vehicles. As regards vehicle taxes an annual environmental tax on heavy goods vehicles was introduced in 2000. Tax rates are differentiated according EURO I-III-requirements. Several research projects address these questions. For instance results from the research programme LOGITRANS show that further investments in information technology may lead to further gains in efficiency.
II. (f)	Promote technological research and development for the reduction of emissions, noise and energy consumption from motor vehicles, trains, aircraft and ships.	Armenia	Research on introduction of cleaner fuels, including the phasing out of leaded petrol.
		Hungary	Research on technical and economic possibilities for the introduction of city buses fuelled by compressed natural gas (CNG) (2000).
		Netherlands	Preparation and implementation of new maximum noise emission standards and preparation of demonstration projects on new silent technology products for rail transport (2002).
		Norway	The Ministry of Transport has for several years supported pilot- and research projects concerning alternative fuels and new technology. A large part of the programme was allocated to projects involving natural gas (busses and ferries).
		The former Yugoslav Republic of Macedonia	Introduction of gas a fuel in public transport vehicles.

IMPLEMENTATION OF POJA AT THE NATIONAL LEVEL			
Element No.	Programme Element Title */	Implementing country	Activity undertaken **/
II. (g)	Assess the capacity of and develop timetables for national transport industries to respond to more stringent environmental and safety standards.	Italy	Preparation of an agreement between Government and industry to reduce pollution from mopeds and motorcycles.
II. (h)	Study and, where already existing, implement a system of periodic technical inspection of rail vehicles to assess their emissions, noise and energy consumption.		
II. (i)	Develop and introduce national programmes for in-use fuel quality inspection.	Belgium	Development and maintenance of a road vehicle fleet complying with security and environmental concerns using road side controls and driver training programmes.
		Finland	Introduction of quality controls of petrol and diesel at fuel stations (2001).
II. (j)	Establish and ensure the functioning of national certification systems for vehicles and fuels in accordance with the provisions of ECE Regulations, EU Directives, ISO Standards and normative documents of ICAO and IMO which concern pollutant emissions, noise and safety.	Poland	Application of relevant ECE regulations relating, in particular, to emissions and noise, including type approval of vehicles.
		Russian Federation	Development of national certification systems for vehicles and fuels concerning pollutant emissions, noise and safety.
Chapter III. Promoting Efficient and Sustainable Transport Systems			
III. (a)	Introduce economic and regulatory instruments to stimulate the shift of road and short-haul air traffic to more environmentally responsible modes (rail and inland water as well as to coastal and maritime shipping).	Czech Republic	Restructuring of the Czech railways (2001).
		Estonia	Implementation of the “polluter pays” principle using economic instruments (1999-2001).
		Germany	Implementation of measures to shift road traffic to rail, public transport and promotion of walking and biking, including introduction of distance oriented charge for lorries (as of 2003).
		Netherlands	Preparation of MoUs between Government and industry on improved efficiency of the vehicle fleet and the transport infrastructure and on a modal shift away from road and (short-haul) air transport (National traffic and transport plan).

IMPLEMENTATION OF POJA AT THE NATIONAL LEVEL			
Element No.	Programme Element Title */	Implementing country	Activity undertaken **/
III. (a) (cont'd)		Norway	See I.(d).
		Switzerland	Implementation of regulations on the mandatory transfer of traffic from road to rail in accordance with the Alpine initiative.
III. (b)	Encourage the use of logistics and telematic systems to reduce vehicle movements and empty runs.	Finland	Reduction of traffic volumes for communities also adapting special plans and shift to environmentally friendly transport systems. Launch of research (LYYLI programme) on environmentally friendly urban planning and transport systems (1997-2001).
		Netherlands	Preparation of MoUs between Government and industry on improved efficiency of the vehicle fleet and the transport infrastructure and on a modal shift away from road and (short-haul) air transport.
		Norway	In March 2002 the Ministry of Transport presented a strategy on the use of information and communication technology in the transport sector.
III. (c)	Develop national transport, environmental and special plans using an intermodal and integrated approach to transport infrastructure planning, taking into account environmental, economic and social aspects.	Finland	Reduction of traffic volumes for communities also adapting special plans and shift to environmentally friendly transport systems (1997-2001).
		Norway	The basis for a cost-effective environmental strategy has been outlined in the National Transport Plan 2002-2011 (NTP) which formulates a differentiated policy for national transport corridors, rural areas and urban areas across the different transport modes. The plan was presented to the Parliament in 2000, and a revised version of the plan for the period 2006-2015 is to be presented to the Parliament in 2004. A wide range of instruments are used to address the problems associated with transport, both in the form of economic and administrative instruments. In late April 2002 the Government put forward a White Paper on public transport.
		Spain	Development of inter-urban and inter-modal transport, including improvements in rail service and in inter-modal connections to and from ports and inland terminals.

IMPLEMENTATION OF POJA AT THE NATIONAL LEVEL			
Element No.	Programme Element Title */	Implementing country	Activity undertaken **/
III. (d)	Implement obligatory environmental impact assessments in planning and building of transport infrastructure.	Hungary	EIA is obligatory for new transport infrastructure constructions.
		Netherlands	Report on Environmental Impact Assessment.
		Norway	Norway complies with existing EU-directives in this field.
		Russian Federation	Research and development of environmental impact assessment (EIA) in line with international practice.
III. (e)	Develop strategies for implementation of Strategic Environmental Impact Assessment.	Hungary	Application of Strategic Environmental Impact Assessment (SEA) for transport corridor V in the country.
		Russian Federation	Establishment of a methodological base for Strategic Environmental Impact Assessment (SEA).
		The former Yugoslav Republic of Macedonia	Application of environmental impact assessment on transport corridors No. VIII and No. X.
III. (f)	Develop programmes to improve individual driving behaviour, including more effective speed limit enforcement and to set up and enhance programmes of information and education, fostering a more fuel efficient and safe driving style.	Belgium	(i) Awareness campaigns on driving behaviour. (ii) Regular publicity campaigns (using posters, flyers and TV spots) to convince drivers to adopt driving behaviours in line with environmental and safety considerations (speed, maintenance of the vehicle, etc.).
		Netherlands	Implementation of a national programme on “new driving styles” to be included in driver training, including speed limit enforcement, fiscal stimuli for fuel efficiency, feed-back devices (econometers, cruise control, board computers), public information campaigns and voluntary agreements with vehicle and tyre manufacturers (2000-2005).
III. (g)	Develop programmes to supply new vehicles with in-car feedback and driving aid instruments such as econometers, board computers, black boxes and cruise controls and to promote the effective use of these instruments.	Netherlands	Fiscal stimuli for new cars fitted with (one or more) of these devices (as of May 2000).

IMPLEMENTATION OF POJA AT THE NATIONAL LEVEL			
Element No.	Programme Element Title */	Implementing country	Activity undertaken **/
III. (h)	Take steps to encourage the use of goods and passenger transport which are as efficient and little polluting as possible.	Norway	See I.(d).
III. (i)	Promote a wider use of combined transport and, aiming at this, make efforts to enforce strictly the compliance with traffic and safety regulations, especially in road transport.	Slovakia Spain	Completion of a combined transport project for implementation by Government. Development of inter-urban and inter-modal transport, including improvements in rail service and in inter-modal connections to and from ports and inland terminals.
III. (j)	Adopt and implement strictly all international Agreements and Regulations providing for coherent international combined transport.		
III. (k)	Simplify the procedures for setting up combined transport terminals.	Spain	Development of inter-urban and inter-modal transport, including improvements in rail service and in inter-modal connections to and from ports and inland terminals.
III. (l)	Provide public investment for combined transport.	Spain	Development of inter-urban and inter-modal transport, incl. improvements in rail service and in inter-modal connections to and from ports and inland terminals.
III. (m)	Abolish market distortions favouring those transport modes that are responsible for the major par of external costs by internalization of external costs.	Netherlands	Study on marginal social costs in transport covering road pricing, charges for emissions in air and water transport, etc. (2000).
Chapter IV. Protection of Sensitive Areas			
IV. (a)	Identify ecologically sensitive areas, in particular those which have great transport volumes and environmental loads.		
IV. (b)	Encourage the development of special environmental and spatial regional programmes for these regions.		
IV. (c)	Limit land use for infrastructure and traffic in sensitive areas through measures intended to preserve the ecological balance.		

IMPLEMENTATION OF POJA AT THE NATIONAL LEVEL			
Element No.	Programme Element Title */	Implementing country	Activity undertaken **/
IV. (d)	Consider the development of guidelines and recommendations for sensitive areas to limit, as far as possible, the use of environmentally damaging transport and to promote the use of environmentally friendly transport modes.	Norway	National policy guidelines for protected watercourses regulate land use and transportation infrastructure in especially sensitive areas near rivers and other watercourses.
IV. (e)	Develop promotion programmes and incentives for an accelerated bringing into use of ultra-low noise, ultra-low polluting and zero-emission vehicles in particular for delivery fleets, business car fleets, public bus and taxi services, tourist regions and nature protection zones.		
IV. (f)	Realize plans for the improvement of the environmental performance of existing road and rail-infrastructures in particular for reasons of noise and landscape protection.		
Chapter V. Promoting Sustainable Urban Transport			
V. (a)	Develop common guidelines to regulate the use of passenger cars in city centres.	France Georgia	Preparation of urban transport plans for towns with more than 100.000 inhabitants, covering development of public transport, parking policies, etc. (since 1996). Study on improvements in urban air quality with policy recommendations (1998).
V. (b)	Divert transit road traffic away from urban centres.	Spain	Development of public transport, including construction of traffic interchanges and park-and-ride systems using financial support from public authorities.
V. (c)	Promote the use of public transport by assistance in developing infrastructure and services.	Belgium Croatia	Action plan 2000-2004 for public works and transport in the Brussels region. Construction of cycling paths, separate lanes for public transport and increase in the frequency of its services. Promotion of use of public transport in large cities (Zagreb).

IMPLEMENTATION OF POJA AT THE NATIONAL LEVEL			
Element No.	Programme Element Title */	Implementing country	Activity undertaken **/
V. (c) (cont'd)		Norway	The so-called "Oslo-package 1" is an overall plan for investments in road infrastructure in the period 1990-2007 in the Oslo area. The next step, the so-called "Oslo-package 2" involves a package of measures to develop the public transport infrastructure in the larger Oslo area, including the surrounding municipalities. It involves the co-operation of local and state authorities. It includes among others development of the railway system and subways system. Packages of measures are also under ways in other urban areas, as for instance the Bergen and Stavanger areas.
		Spain	Development of public transport, including construction of traffic interchanges and park-and-ride systems using financial support from public authorities.
V. (d)	Develop programmes for promoting walking and cycling including the extension and improvement of pedestrian and cycling facilities and infrastructure.	Belgium	(i) Action plan 2000-2004 for public works and transport in the Brussels region. (ii) Construction of cycling paths, separate lanes for public transport and increase in the frequency of its services.
		Finland	Finalization of a second national policy programme on walking, cycling and on a new public transport strategy.
		Hungary	Construction of cycling paths and separate public transport lines in Budapest.
		Norway	A National Cycling Strategy is under development and will be integrated in the National Transport Plan for 2006-2015, to be presented in 2004.
		Switzerland	Implementation of a national programme to encourage walking and cycling as well as use of public transport.

IMPLEMENTATION OF POJA AT THE NATIONAL LEVEL			
Element No.	Programme Element Title */	Implementing country	Activity undertaken **/
V. (e)	Promote best practices for strategic environmental spatial and health impact assessments for urban infrastructure projects, parking policy, road pricing systems and other means for car traffic limitation.	France	Preparation of urban transport plans for towns with more than 100,000 inhabitants, covering development of public transport, parking policies, etc.
V. (f)	Reduce the need to travel and develop and encourage the use of public transport, inter alia through land use planning and policies.	Finland	Reduction of traffic volumes for communities also adapting special plans and shift to environmentally friendly transport systems. Launch of research (LYYLI programme) on environmentally friendly urban planning and transport systems (1997-2001).
		France	Development of a national bill on solidarity and urban renewal providing sustainable policies for town-planning.
		Norway	Local and regional authorities are requested according to the Planning and Building Act to prepare coordinated land use and transportation plans.
V. (g)	Develop parking policy systems, road pricing systems and other means for car traffic limitations in city centres.	Norway	The necessary legal framework to introduce congestion pricing was approved in June 2001. Revenues, after covering costs in relation to implementation and operation, will be distributed between local and state levels earmarked for local transport purposes. The concept “transport purposes” is used in a broad sense including for instance public transport, traffic safety, environment and infrastructure. The intention is to achieve public acceptance of congestion pricing. In addition the revenue will naturally make it easier to carry through local transport plans and “packages” when congestion pricing is one of several measures. Parking policy is widely used in Norwegian cities.

IMPLEMENTATION OF POJA AT THE NATIONAL LEVEL			
Element No.	Programme Element Title */	Implementing country	Activity undertaken **/
V. (h)	Implement strategies for the reduction of environmental damage and health impact from traffic in urban areas.	Italy	Establishment of guidelines for urban areas on the regulations to limit the circulation of high- emission vehicles (2005).
		Norway	(i) Oslo introduced an excise tax to control use of studded tyres in winter 1999/2000. Due to surveys indicating that the share of un-studded tyres was approaching 80 per cent, the local authorities in Oslo decided to unwind the system. As the share of un-studded winter tyres is still low in Trondheim compared to other larger cities and periods with high concentrations of particulate matter are occurring the city has introduced a system of excise tax on studded tyres as from winter 2001/2002. (ii) In 1998 the Ministry of Transport and Communications launched a project called "Cleaner City Air" as part of its efforts to reduce local air pollution arising from road transport. The project includes the establishment of a coherent air pollution monitoring and warning system.
		Russian Federation	Implementation of projects to reduce environmental and health impact in some major cities.
		Sweden	Introduction of environmentally restricted access zones in major cities for diesel-powered lorries (2001).
Chapter VI. Promoting Safe Transport of Dangerous Goods			
VI. (a)	Enforce the provisions in force concerning the transport of dangerous goods and to take the necessary steps to ensure appropriate training of all personnel involved in transport of dangerous goods' operations.	Belgium	Development and maintenance of a road vehicle fleet complying with security and environmental concerns using road side controls and driver training programmes.
		Romania	Enforcement of regulations on the transport of dangerous goods, including training of personnel.

IMPLEMENTATION OF POJA AT THE NATIONAL LEVEL			
Element No.	Programme Element Title [*/]	Implementing country	Activity undertaken [**/]
Chapter VII. Limiting the Environmental Impact of Aircraft and Ships			
VII. (a)	Conduct scientific research into the impact of aircraft engine emissions on the atmosphere.		
VII. (b)	Encourage aircraft and engine manufacturers to undertake the necessary research and development activities to improve fuel economy and reduce emissions.	Sweden	Introduction of emission-related landing charges at airports based on HC and NOx emissions (1998).
VII. (c)	Implement ECAC criteria for the phasing out of aircraft which do not meet noise standards in Volume I, Chapter 3 of Annex 16 to the Convention on International Civil Aviation.	Romania	Implementation of ECAC criteria for the phasing out of aircraft not meeting relevant noise standards.
VII. (d)	Promote better land-use near airports		
VII. (e)	Promote the use of low-polluting vessels and marine fuels with a low sulphur content.		
VII. (f)	Implement a system of periodic technical inspections of sea and inland navigation vessels to assess their emissions, noise and energy consumption.		

[*/] Description of programme element titles as contained in document ECE/RCTE/CONF.3/FINAL.

[**/] More detailed information on the activities carried out under the POJA at the national level is contained in the following documents: JMTE/2001/2; JMTE/2000/3; JMTE/1999/6, paras. 13-16; 19 and 20; JMTE/1999/3; JMTE/1998/4.

Annex 2

Implementation of the Vienna Programme of Joint Action (POJA) at the national level

Programme of Joint Action Element No.	Belgium	Bulgaria	Croatia	Czech Republic	Denmark	Estonia	Finland	Georgia	Germany	Hungary	Italy	FYROM	Latvia	Netherlands	Poland	Romania	Russian Federation	Slovak Republic	Spain	Sweden	Switzerland	Turkey
Chapter I. Toward Sustainable Transport																						
I. (a)	P	P	X	P/X	X	P/X	X	P	X	P/X	X	X	P	X	X	P	P	X	X	X	X	P
I. (b)		P		X	X	P	X	P	X	X	X	X	P	P			X		X	X	X	P
I. (c)	X	P	X	X	X	P	X				P	X	X	P	X	P		X	X	X	X	P
I. (d)	P	P	X	P	X	X	X	X	X	P	X	X	P	P	X			P/X		X	X	P
I. (e)	P	P	X	X	X	X	X	P	X	X	P	X	P	X		X	X				X	P
I. (f)	P	P		P	X	P	X	P	X	P	X	X		X	X	P		X	X	X	X	P
I. (g)	P	P		X	X	P						X	P				X			X		P
I. (h)	P		X	P	X	P	X	P	X	P	X	X	P	P	X	P		P/X	X	X	X	P
I. (i)		P		X	X	X	X			P	P	X	P	P	X	P		X		X	X	P
Chapter II. Promoting Less Polluting Vehicles and Fuels																						
II.(a)	X		X	X	X	X	X	P	X	X	X	X	P	X	X	X		P/X	X	X	X	P
II. (b)			X	P	X	X	X		X	X	X	X	P	X	X	X	X		X	X	X	P
II. (c)			X	X	X	X	X	X		P	X		X	P	X	X					X	P
II. (d)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	(P)	X	X	X	X	P
II. (e)	P	X	X	P	X		X	P	X	P	X	X		X	X	X		P/X	X	X	X	P
II. (f)		P	X	P	X	P	X		X	X	X			X			X		X	X	X	P
II. (g)		P		X	X	P				P	X				X	X	P					P
II. (h)		P		P	X	P	X	P			X	X		P	X	X	X	X			X		

Programme of Joint Action Element No.	Belgium	Bulgaria	Croatia	Czech Republic	Denmark	Estonia	Finland	Georgia	Germany	Hungary	Italy	FYROM	Latvia	Netherlands	Poland	Romania	Russian Federation	Slovak Republic	Spain	Sweden	Switzerland	Turkey
II. (i)	X	X	X	P	X	P	X	P	X		X	X			X		X	X		X	X	P
II. (j)	X	P	X	X	X	X	X	X	X	X	X	X		X	X	X	X		X	X	X	P
Chapter III. Promoting Efficient and Sustainable Transport Systems																						
III. (a)	P	X	X	P	X	P			X	P	P	X		P	X			P		X	X	P
III. (b)	P	P		P	X	P	X		X	P	P		P	X			P		X	P	X	
III. (c)	P	X	X	X	X	X	X		X	X	X	X	P	X	X	X		X	X	X	X	P
III. (d)	P	P	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P
III. (e)	P	X	X	P	X	P	X	P	X	P	X	X		X	X	X	P	X	X	P	X	P
III. (f)	X	P	X	P	X	X	X	P	X	P	P	X	X	X	X	X			X	P/X	X	
III. (g)		P		P	-	P	X			P		X		X		P			P	P	X	P
III. (h)	P	X	X	P	X	P	X		X	P	X	X	P	P	X	P		P/X	X	X	X	P
III. (i)	X	X	X	P	X	P		X		P	X	X	X	X	X	X		X	X	X	X	P
III. (j)		X	X	P	X	P	X	X		P	X	X		X	X	X		X	X		X	P
III. (k)		P		P	-	P	X	X		P	X	X	X	P	X	X		X	X	X	X	P
III. (l)	X	P		P	X	P	X			X	X	X	X	X	X	X			X		X	P
III. (m)		P		P	X	P	X	P	P		P	X		P	X			P/X		P/X	X	P
Chapter IV. Protection of Sensitive Areas																						
IV. (a)		P	X	P	X	P	X	X	X	P	X	X	P		X			X	X	P	X	P
IV. (b)		P	X	X	X	P	P	X			X	X	P		X			P	X		X	P
IV. (c)		P	X	X	X	P	X	X	X		X	X	P		X				X	P	X	P
IV. (d)		P		P/X	X	P			X		P	X			X			P	X	P	X	P
IV. (e)		P		P	X	P	X		X		X	X		X					X	X		
IV. (f)		X	X	X	X	X	X		X	X	X	X		X	X			X	X	P	X	P

Programme of Joint Action Element No.	Belgium	Bulgaria	Croatia	Czech Republic	Denmark	Estonia	Finland	Georgia	Germany	Hungary	Italy	FYROM	Latvia	Netherlands	Poland	Romania	Russian Federation	Slovak Republic	Spain	Sweden	Switzerland	Turkey
Chapter V. Promoting Sustainable Urban Transport																						
V. (a)	P	P	X	P		X	X	P	X	P	X	X	P		X			P/X	X	X		X
V. (b)	X	X	X	X	X	X	X	X	X	X	X	X	P	X	X	X	X	X	X	X	X	X
V. (c)	X	X	X	P	X	X	X	P	X	X	X	X		X	X	X		X	X	X	X	X
V. (d)	X	P	X	X	X	X	X		X	P	X	X	X	X	X			P/X	X	X	X	P
V. (e)		P		P		X	X			P	X	X	P	X	X	X		P/X	X	P	X	P
V. (f)	P	P	X	P	X	P	X		P		X	X		X	X				X		X	P
V. (g)	P	P	X	X	X	X	X		X	P	X	X	X	X	X			P/X			X	P
V. (h)		P	X	X	X	P	X		X	P	X	X	P	X	X		P	P/X	X	X	X	X
Chapter VI. Promoting Safe Transport of Dangerous Goods																						
VI	X	X	X	X	X	X	X	X	X	P		X	X	X	X	X	X		X	X	X	P
Chapter VII. Limiting the Environmental Impact of Aircraft and Ships																						
VII. (a)		P			X			X	X		P			X					X			P
VII. (b)	X	P			X						P			P					X			X
VII. (c)	X		X	P	X	X	X	P	X	X	X		X	P		X			X		X	X
VII. (d)		P		X	X	X	X	X	X	P	X		X	X	X	X			X			X
VII. (e)		P	X		X	X	X	X			X		P	P						X	X	P
VII. (f)		P	X			X		P			X		P	P		X				P	X	P

Source: JMTE/2000/4; JMTE/2000/8, paras. 13-19.

[*] X = implemented

P = planned to be implemented

Annex 3

Implementation of the Vienna Programme of Joint Action (POJA) at the international level

IMPLEMENTATION OF POJA AT THE INTERNATIONAL LEVEL							
Element No.	Programme Element Title */	Lead actor(s)	Priority rating			Activity undertaken by **/	
			Transition countries	Other countries	Overall	Lead actor(s)	Others
Chapter I. Towards Sustainable Transport							
I. (a)	Develop further fundamental principles of sustainable transport upon which Governments' strategies and decision-making processes related to transport can be based;	OECD ECMT	1.3	1.8	1.5	**OECD:** Adoption of environmental strategy for the first decade of the 21st century, including section on transport as well as Guidelines for Environmentally Sustainable Transport (EST) (17 May 2001). Workshop on innovation for EST-new mobility services and logistics for passenger and freight transport (Berlin, 27-28.9.1999) **ECMT:** Ministerial statement on sustainable transport policies (Prague May 2000).	**European Community:** (i) Cardiff/Helsinki process for integration of environment and sustainable development into the transport policy. (ii) Council Resolution aiming at elaboration of indicative long-term and intermediate targets for the transport sector. **United Nations:** Committee for Sustainable Development (CSD): Session on Sustainable Transport. **Austria** **France** **Switzerland:** Colloquium on sustainable transport for the Alpine region (Chambéry, 20-21.1.2000). **Sweden:** Report: Instruments for sustainable transport in Europe (1999). **IRU:** Development of a guide on sustainable development in road transport.

IMPLEMENTATION OF POJA AT THE INTERNATIONAL LEVEL							
Element No.	Programme Element Title */	Lead actor(s)	Priority rating			Activity undertaken by **/	
			Transition countries	Other countries	Overall	Lead actor(s)	Others
I. (b)	Study the linkage between different economic growth scenarios and transport demand;	OECD ECMT	1.9	1.8	1.9	**OECD:** Report: Long-term environmental outlook and strategy-Transport sector (2000) **ECMT:** Round table on transport demand and economic growth (2000).	**European Community:** Joint Group on Transport and Environment investigated transport demand and published report on transport demand and behavioral change.
I. (c)	Develop further common approaches and methodologies towards internalization of external costs, as well as the use of economic instruments;	ECMT UNECE ICAO OECD	1.6	1.5	1.5	**ECMT:** Resolution 1998/1 on the policy approach to internalisation of the external costs of transport (i) Report: Efficient transport for Europe: Policies for the internalization of external costs, published 1998. (ii) Report: Variation and differentiation strategies in road taxation. (iii) Survey: Internalization policies. (iv) Report: Efficient transport taxes and charges (published in 2000). Resolution 2000/3 on Charges and taxes in transport. **UNECE:** Adoption of guidance document on economic instruments to reduce air emissions with reference to transport under the CLRTAP (1999).	**European Community:** Developing methods for internalization: Green Paper on fair and efficient pricing (1995); White paper on infrastructure charges (1998); Eurovignette; UNITE programme; IMPRINT programme. **REC:** Sofia Initiative on economic instruments. **UIC:** Study on external costs of transport (2000).

IMPLEMENTATION OF POJA AT THE INTERNATIONAL LEVEL							
Element No.	Programme Element Title */	Lead actor(s)	Priority rating			Activity undertaken by **/	
			Transition countries	Other countries	Overall	Lead actor(s)	Others
I. (c)						**ICAO:** (i) Report: Environmental charges and taxes (1998). (ii) Assembly Resolution A33-7, Appendix I adopted in October 2001. (iii) Committee on Aviation Environmental Protection (CAEP) continues work on emission-related levies, emission trading and voluntary agreements to limit greenhouse gas emissions.	
I. (d)	Develop further, on the basis of already established monitoring and reviewing procedures, a common theoretical base and methodologies for collecting, analyzing 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;	UNECE ICAO IMO	1.6	2.1	1.8	**UNECE:** (i) Task Force Meeting on Sustainable Urban transport Indicators (Barcelona, 28-29.3.2000). (ii) Workshop on extension of TERM to UNECE countries in transition (Copenhague, 9.2000). (iii) EMEP/CORINAIR guidelines, harmonized with UNFCCC, for reporting atmospheric emissions, also related to mobile sources. To be adopted under CLRTAP in 2002. **ICAO:** Development of methodologies to estimate the number of people affected by aircraft noise and to estimate aircraft engine emissions. **IMO:** Continuing work of Marine Protection Committee (MPC) on protection of the maritime environment from pollution from ships.	**EC/EEA/EUROSTAT**: Transport and Environment Reporting Mechanism (development of monitoring and reporting). **OECD:** Report on indicators to measure decoupling of environmental pressure from economic growth.

IMPLEMENTATION OF POJA AT THE INTERNATIONAL LEVEL							
Element No.	Programme Element Title */	Lead actor(s)	Priority rating			Activity undertaken by **/	
			Transition countries	Other countries	Overall	Lead actor(s)	Others
I. (d) (cont'd)						**WHO-UNECE:** Inventory of agreements on transport, environment and health (Synthesis report).	
I. (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;	WHO	1.9	1.8	1.9	**WHO:** Adoption and implementation of the Action Plan to the London Charter on Transport, Environment and Health.	**UNECE:** Adoption, under CLRTAP, of methodologies and criteria for evaluating exposure and deposition of air pollutants (critical loads and levels) in 1999. **ISDE:** Awareness campaign on the link between transport, environment and health.
I. (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;		1.9	1.8	1.9		**European Community:** TEN and TINA (extending TEN-network into the applicant countries). **UNECE:** (i) Appendix I of UNECE Convention on Environmental Impact Assessment in a Transboundary Context (EIA Convention) refers to different modes of transport. (ii) Annex II of AGR – insertion of provisions relating to environmental protection (in particular noise). (iii) TEM network – Standards and recommended Practice (in particular Chapter 6 on environmental considerations).

IMPLEMENTATION OF POJA AT THE INTERNATIONAL LEVEL							
Element No.	Programme Element Title */	Lead actor(s)	Priority rating			Activity undertaken by **/	
			Transition countries	Other countries	Overall	Lead actor(s)	Others
I. (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;		1.8	2.8	2.3		
I. (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;		2.0	2.2	2.1		**UNECE:** Workshops have been held under CLRTAP.
I. (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;		1.4	2.2	1.8		**European Community:** Continuing co-operation with TACIS, PHARE, EIB and EBRD.
I. (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.		1.5	2.3	1.9		**European Community:** PHARE report: Transport and the Environment: A multi-country approach (2000). **IRU:** Development of training course curriculum standards for road transport operators by IRU Academy.

IMPLEMENTATION OF POJA AT THE INTERNATIONAL LEVEL							
Element No.	Programme Element Title */	Lead actor(s)	Priority rating			Activity undertaken by **/	
			Transition countries	Other countries	Overall	Lead actor(s)	Others
I. (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).	Austria	1.5	2.0	1.7	**Austria:** (i) OECD Conference on Environmentally Sustainable Transport (EST) (Vienna, 4-6.10.2000). (ii) Adoption of Vienna guidelines on EST. (iii) Case study (Austria, France, Switzerland) on EST in the Alps. (iv) Case study on EST in Austria. (v) Joint Austria, UNEP and OECD pilot study on EST in the CEI countries in transition. (vi) Workshop on financing sustainable transport infrastructure and technology.	**European Community:** Intention to organize workshop on best practices in transport and environment. **UNECE:** (i) Workshop on "Encouraging Local Initiatives towards Sustainable Consumption Patterns" (Vienna, February 1998). (ii) Report: Expertise offered by countries/organizations in transport and environment (2001). **REC:** Public transport promotion project.
Chapter II. Promoting Less Polluting Vehicles and Fuels							
II. (a)	Strengthen existing emissions standards for road vehicles. Continue the development of proposals on environmental standards in the field of road vehicles' construction and traffic safety;	UNECE CEN	1.6	1.8	1.7	**UNECE:** (i) Gothenburg Protocol under CLRTAP, sets emission standards and fuel quality standards, including major emission sources in transport (1999). (ii) UNECE Regulations Nos. 49 and 83 have been amended to introduce substantially lower emission limits for new road vehicles. (iii) ECE Regulation No. 49, 03 series of amendments, introduces the definition and emission limits of Enhanced Environmentally Friendly Vehicle (EEV).	**European Community:** Auto Oil II Programme and Environmentally Enhanced Vehicles. **United Nations:** Committee on Sustainable Development: Global Initiative on transport emissions (GITE) designed to promote private sector involvement.

IMPLEMENTATION OF POJA AT THE INTERNATIONAL LEVEL							
Element No.	Programme Element Title [*/]	Lead actor(s)	Priority rating			Activity undertaken by [**/]	
			Transition countries	Other countries	Overall	Lead actor(s)	Others
II. (a) (cont'd)						(iv) Following the Ministerial Conference (Tokyo, January 2002), work started on regulatory objectives for Environmentally Friendly Vehicles (EFV). (v) UNECE Regulations 67 and 110 have regulated the construction and approval of gas fuelled vehicles. (vi) revision of Annex 2 to R.E.1 on periodic inspection of vehicles-checks to be carried out completed in September 2001 (TRANS/WP.1/78, para. 35) EURO 4 (2005). (vii) Adoption of Rule No. 1 to the Agreement on Uniform Conditions for Periodic Inspection of Wheeled Vehicles: Exhaust emissions and noise prescriptions. **CEN:** Current work in CEN/TC 19 (petroleum products); TC 264 (air quality); TC256 (railways); TC 15 (inland navigation vessels).	**ECMT:** (i) Development of a car fuel consumption monitoring system. (ii) Workshop with EEA on Improving Fuel Efficiency in Road Freight Transport (1999).
II. (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 different economic situations in ECE member countries;		1.8	2.1	1.9		**European Community:** (i) EC Directive 1999/94/EC relating to the availability of consumer information on fuel economy and CO2 emissions in respect of the marketing of new passenger cars.

IMPLEMENTATION OF POJA AT THE INTERNATIONAL LEVEL							
Element No.	Programme Element Title */	Lead actor(s)	Priority rating			Activity undertaken by **/	
			Transition countries	Other countries	Overall	Lead actor(s)	Others
II. (b) (cont'd)							(ii) Decision 1999/94/EC establishing a scheme to monitor the average specific emissions of CO2 from new passenger cars. **ECMT:** Round table on infrastructure-induced mobility (1998). (i) Conference on smart CO2 reductions (Turin, March 2000). (ii) Joint ECMT-IEA workshop on improving fuel efficient in road freight transport (February 1999). (iii) Monitoring of CO2 emissions of new cars. (iv) Study: Improving the quantification of impact of transport related CO2 abatement policies. (v) UNECE: Guidance document on control techniques for selected mobile sources adopted under CLRTAP, 1999.
II. (c)	Establish, if and where appropriate, European legislation to curb noise emissions from aircraft;		2.3	2.0	2.2		**European Community:** Commission Communication on Air Transport and Environment (12.1999). **ICAO:** (i) Adoption by Council of more stringent noise limits for light single-engined propeller-driven aeroplanes (1999), for turbo jet and heavy propeller-driven aeroplanes (2001) and for helicopters (2001).

IMPLEMENTATION OF POJA AT THE INTERNATIONAL LEVEL							
Element No.	Programme Element Title */	Lead actor(s)	Priority rating			Activity undertaken by **/	
			Transition countries	Other countries	Overall	Lead actor(s)	Others
II. (c) (cont'd)							(ii) Assembly endorsement of a "balanced approach" to aircraft noise management (Resolution A33-7, October 2000).
II. (d)	Develop recommendations on fiscal measures and other mechanisms directed to stimulate production and use of more energy efficient vehicles;		1.7	1.6	1.7		**European Community:** (i) Auto Oil Programme. (ii) EEV-concept (Environmentally Enhanced Vehicle). (iii) EU voluntary agreements with car manufacturers (ACEA, JAMA, KAMA). **ECMT:** Resolution 1998/1 on Policy approach to internalising the external costs of transport (ii) Joint ECMT, ACEA, OICA conference on smart CO2 reductions-(Turin, 2-3.3.2000). **REC:** Business and environment programme (Sofia Initiative on economic instruments).

IMPLEMENTATION OF POJA AT THE INTERNATIONAL LEVEL							
Element No.	Programme Element Title */	Lead actor(s)	Priority rating			Activity undertaken by **/	
			Transition countries	Other countries	Overall	Lead actor(s)	Others
II. (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 to relevant amendments to international agreements;		2.3	1.8	2.0		**UNECE:** (i) Adoption of Resolution No. 44 amending European Code for Inland Waterways (CEVNI) with new Chapter 9 on prevention of pollution of water and disposal of waste occurring on board vessels. (ii) Adoption of new Chapter 18 to Resolution No. 17/Rev. on technical requirements for prevention of pollution from vessels. (iii) New permanent work item on prevention of pollution from inland navigation vessels (SC.3). (iv) Gothenburg Protocol under CLRTAP, sets emission standards and fuel quality standards, incl. For off-road vehicles (1999). **European Community:** (i) EC legislation (Directive 97/68/EC and new amendment on small non-road mobile machinery. (ii) Directive 94/25/EC on emissions of leisure boats and new amendment to this Directive).
II. (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;		1.9	2.0	1.9		**European Community**: EU voluntary agreements with ACEA, JAMA and KAMA (similar agreements requested with aircraft industry).

IMPLEMENTATION OF POJA AT THE INTERNATIONAL LEVEL							
Element No.	Programme Element Title */	Lead actor(s)	Priority rating			Activity undertaken by **/	
			Transition countries	Other countries	Overall	Lead actor(s)	Others
II. (g)	Establish instruments for the production, marketing and use of clean fuels on a voluntary basis until stricter fuel standards are implemented;		1.8	1.8	1.8		**UNECE:** (i) Protocol on Heavy Metals to CLRTAP requires phasing-out of lead in fuels. Strategy on the phase-out adopted at Aarhus Ministerial Conference (1998). (ii) Gothenburg Protocol under CLRTAP sets fuel quality standards. Related guidance document provides recommendations for more stringent measures (1999). **European Community:** Amending Directive 98/70/EC on fuels (low sulphur fuels). **ECMT:** (i) Warsaw Council endorsed halt of use of leaded petrol (1999). (ii) Report on sulphur free auto fuels approved by Ministers in May 2001. **UNEP** **OECD:** Reports on phasing out of gasoline and on older gasoline vehicles (2000). **REC:** Sofia Initiative on local air quality/phase-out of leaded petrol.

IMPLEMENTATION OF POJA AT THE INTERNATIONAL LEVEL							
Element No.	Programme Element Title */	Lead actor(s)	Priority rating			Activity undertaken by **/	
			Transition countries	Other countries	Overall	Lead actor(s)	Others
II. (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;	Finland	1.7	1.6	1.7	**Finland:** (i) Joint Finland/Sweden case study on introduction of improved transport fuel qualities (1998). (ii) Workshop on Cleaner Fuels for Europe (Helsinki, 23-24.11.2000).	**European Community:** (i) EC aims to amend Directive 98/70/EC on promotion of low sulphur fuels. (ii) European Auto Oil Programme on fuel quality requirements for petrol and diesel. **ECMT:** Report on Sulphur free Auto fuels approved by Ministers in May 2001 **UNECE:** Gothenburg Protocol to CLRTAP on emission standards and fuel quality standards, incl. major emission sources in transport (1999).
II. (i)	Develop international recommendations for the withdrawal of highly emitting vehicles, including scrapping, recycling and reusing of spare-parts;	ECMT	1.6	2.4	2.0	**ECMT:** Report: Cleaner cars- Fleet renewal and scrappage schemes-Guide to good practice.	**European Community:** EC Directive 2000/53/EC on end-of-life vehicles.
II. (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;	UNECE	1.8	2.2	2.0		**European Community:** EU Directives 1999/96/EC and 1998/69/EC limit the possibility to register heavy and light vehicles not compliant with the latest limits.

IMPLEMENTATION OF POJA AT THE INTERNATIONAL LEVEL							
Element No.	Programme Element Title */	Lead actor(s)	Priority rating			Activity undertaken by **/	
			Transition countries	Other countries	Overall	Lead actor(s)	Others
II. (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;		1.9	1.9	1.9		
II. (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;		1.8	2.5	2.1		
II. (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;		1.8	2.3	2.0		
II. (n)	Develop guidelines for fuel quality control and on-site sport testing of fuel quality at sales points.		1.8	2.5	2.1		
Chapter III. Promoting Efficient and Sustainable Transport Systems							
III. (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;		1.7	1.9	1.8		**UNECE:** Development under CLRTAP of common methodologies (EMEP/CORINAIR), including emission factors for inventories of atmospheric emissions, including air pollution from transport. **European Community:** EEA/EU: TERM (Transport and Environment Reporting Mechanism).

IMPLEMENTATION OF POJA AT THE INTERNATIONAL LEVEL							
Element No.	Programme Element Title */	Lead actor(s)	Priority rating			Activity undertaken by **/	
			Transition countries	Other countries	Overall	Lead actor(s)	Others
III. (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;		2.0	1.8	1.9		**European Community:** Initiatives on short sea shipping, inter-modal transport and revitalization of rail traffic. **ECMT:** (i) Report on current state of combined transport in Europe (Copenhagen Council, 1998). (ii) Seminar "The Inland Waterway of Tommorrow on the European Continent (Paris, 30.01.2002) (iii) Report on Modal shift submitted to Ministers in May 2002. **UNECE:** Plan of Action on Implementation of the Decisions of the Pan-European Conference on Inland Waterway Transport (Rotterdam, 5 and 6 September 2002).
III. (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;		1.5	1.6	1.6		**ECMT** **OECD:** ECMT/OECD project on urban sustainable travel, including workshop (1999). **European Community:** (i) Green Paper on Citizens Network. (ii) Green Paper on Clean Urban Traffic (see II (b)).

IMPLEMENTATION OF POJA AT THE INTERNATIONAL LEVEL							
Element No.	Programme Element Title */	Lead actor(s)	Priority rating			Activity undertaken by **/	
			Transition countries	Other countries	Overall	Lead actor(s)	Others
III. (c) (cont'd)	- wider use of environmentally sound and user-friendly public transport vehicles; - wider use of demand oriented, flexible public transport system;						**CEN:** Workshop on intermodal and interoperable transport in Europe-Part 1: Freight transport (1999). **REC:** Public transport promotion project – Sustainable mobility scheme.
III. (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;	France, Switzer-land	1.6	1.4	1.5	**France** **Switzerland** **UNECE:** Extension of the AGC rail network to Central Asia and the Caucasus region. Report on partnership models and best practices in combined transport (2002) (WP.24/2002/3).	**European Community:** (i) White Paper on Railway policy. (ii) TERF-project (Trans-European Rail Freight Corridors) in the context of revitalizing European railways. (iii) Railway packages of Directives. **ECMT:** Draft Resolution on development of European railways submitted to Ministers in May 2002.

IMPLEMENTATION OF POJA AT THE INTERNATIONAL LEVEL							
Element No.	Programme Element Title */	Lead actor(s)	Priority rating			Activity undertaken by **/	
			Transition countries	Other countries	Overall	Lead actor(s)	Others
III. (e)	Assess the environmental, economic and social impacts of infrastructure investments and develop and implement environmental guidelines for infrastructure investments;		1.7	1.6	1.7		**UNECE:** EIA Convention. **European Community:** SEA Directive in the context of the Trans-European Networks (TEN). **ECMT:** Report: Assessing the benefits of transport, published in 2001.
III. (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 telematics, increased loading factors of trucks and development of standardized packing units;	France, Switzer-land	2.0	1.9	1.9		**European Community:** Recommendations on the promotion of best practice in freight transport. **ECMT:** (iii) Joint ECMT, UEA workshop on improving fuel efficiency in road freight transport: role of information technology (1999).
III. (g)	Implement international legal instruments aimed at the facilitation for border crossing;		1.8	2.0	1.9		**UNECE:** (i) Development of new Annex 8 to International Convention on the Harmonization of Frontier Controls (1982). (ii) AETR: introduction of the digital tachograph. 8iii) Work on new harmonized domestic driving permits for inclusion in 1968 Vienna Convention on road traffic.
III. (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;	Croatia, Finland	1.5	1.5	1.5	**Finland:** (i) Guidelines on environmental assessment of national plans, policies and programmes (1998).	**UNECE:** Development of the SEA protocol to the EIA Convention.

IMPLEMENTATION OF POJA AT THE INTERNATIONAL LEVEL							
Element No.	Programme Element Title */	Lead actor(s)	Priority rating			Activity undertaken by **/	
			Transition countries	Other countries	Overall	Lead actor(s)	Others
III. (h) (cont'd)						(ii) Nordic survey on research and development in environmental (iii) Workshop on strategic environmental assessment in transport planning (Espoo, 14-15.5.2001).	**ECMT:** (i) ECMT/OECD Conference on SEA for transport (Warsaw, 14-15.10.1999). Report on Strategic environmental assessment published in 2001. (ii) Initiative on integrated assessment and decision making. **European Community:** SEA Directive. **REC:** Sofia Initiative EIA/SEA.
III. (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;	France, Switzer-land	1.9	2.0	2.0		**European Community:** Various initiatives and projects on liberalization of transport markets (see I (c)). **OECD:** Work on reducing environmentally harmful taxes and subsidies. **ECMT:** Numerous reports and recommendations on liberalization and harmonization of transport markets, also on social costs. Report on efficient transport taxes and charges 2000 and follow up. Resolution 2000/3 on charges and taxes in transport.

IMPLEMENTATION OF POJA AT THE INTERNATIONAL LEVEL							
Element No.	Programme Element Title */	Lead actor(s)	Priority rating			Activity undertaken by **/	
			Transition countries	Other countries	Overall	Lead actor(s)	Others
III. (j)	If it has not yet been done so, recommend to accede to the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) and to implement its provisions.		2.1	2.3	2.2		**UNECE:** Accession to AGTC Agreement on international combined transport network by Belgium and Poland.
III. (k)	Introduce the necessary legal, administrative and fiscal measures to simplify procedures for and to encourage the establishment of combined transport terminals;	France Switzer-land	1.6	2.0	1.8		**France** **Switzerland** **UNECE:** Report on combined transport terminal efficiency (2002) (TRANS/WP.24/2002/4).
III. (l)	Identify a set of major international combined transport corridors and related terminals within the AGTC and the newly signed Protocol to that Agreement.		2.1	2.6	2.3		**UNECE:** Extension of the AGC network to Central Asia and the Caucasus region.
Chapter IV. Protection of Sensitive Areas							
IV. (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;	Austria Italy	1.8	2.1	1.9	**Austria:** (i) Joint Austria/UNECE conference on sensitive areas: a challenge for environment and transport (Eisenstadt, 14-15.3.2001) Presentation of two case studies. (ii) Joint Austria/UNECE workshop on protection of sensitive areas (Eisenstadt, 16.3.2001). **Italy:** (i) Development of concerted strategy for the Alps. (i) Joint study on EST in alpine region.	**UNECE:** Measures adopted in the Gothenburg Protocol (1999). **Alpine Convention:** Transport Protocol of 31 October 2000.

IMPLEMENTATION OF POJA AT THE INTERNATIONAL LEVEL							
Element No.	Programme Element Title */	Lead actor(s)	Priority rating			Activity undertaken by **/	
			Transition countries	Other countries	Overall	Lead actor(s)	Others
IV. (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;	Austria Italy	1.8	2.0	1.9		**UNECE:** Executive Body of CLRTAP Convention developed methodologies to identify areas sensitive to acidification and ozone (critical loads and levels). **European Community:** Habitat Directive.
IV. (c)	Develop reference criteria for appropriate charging of infrastructure costs and external costs;	Austria Italy	1.8	1.5	1.7		
IV. (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;	Austria Italy	1.8	2.0	1.9		
IV. (e)	Develop a network of cooperation and a programme of pilot projects and exchange of best practices for transport solutions protecting sensitive areas;	Austria Italy	1.8	2.3	2.0		
IV. (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 area.	Austria Italy	1.7	1.9	1.8	**Italy:** International conference: Pollution from cross-border traffic and alternatives for sustainable mobility (Bressanone, 17-18.2.2000).	

IMPLEMENTATION OF POJA AT THE INTERNATIONAL LEVEL							
Element No.	Programme Element Title */	Lead actor(s)	Priority rating			Activity undertaken by **/	
			Transition countries	Other countries	Overall	Lead actor(s)	Others
Chapter V. Promoting Sustainable Urban Transport							
V. (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;	ECMT	1.3	1.9	1.6	**ECMT:** (i) 6 workshops and seminars on specific subjects of urban transport (1998-2000). (ii) Survey of 168 cities on urban travel patterns and policy implementation. (iii) Series of country reviews of urban travel policies. Final report on implementing sustainable urban travel policies (2002) Key messages for governments (2002) Peer review of the Netherlands (2001)	**UNECE:** - Establishment of a steering group to develop a strategic approach to integrating urban transport management with land use planning and environmental policies. - Development of the SEA protocol to the EIA Convention. **European Community:** Establishment of a network of cities for exchange of experience and best practice. **REC:** Public transport promotion project (Sofia EIA/SEA Initiative).
V. (b)	Elaborate recommendations on economic and other instruments to promote low- or zero-emission urban vehicles, strengthen the ongoing international cooperation in this field;	UNECE	1.8	1.9	1.8		**European Community:** Car of tomorrow project. EU Directive 1999/96/EC defines EEV (Enhanced Environmentally Friendly heavy-duty vehicles). **UNECE:** ECE Regulation No. 49, 03 series of amendments takes over the EEV definition and emission limits. Following the Ministerial Conference (Tokyo, January 2002), work starts on setting regulatory objectives for EFV (Environmentally Friendly Vehicles).

IMPLEMENTATION OF POJA AT THE INTERNATIONAL LEVEL							
Element No.	Programme Element Title */	Lead actor(s)	Priority rating			Activity undertaken by **/	
			Transition countries	Other countries	Overall	Lead actor(s)	Others
V. (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;		1.8	2.2	2.0		**UNECE:** Modelling of ozone by CLRTAP Task Force on integrated Assessment Modelling.
V. (d)	Develop further the EU Charter for pedestrians, enlarge it to the Pan-European level and extend it by including the needs of cyclists;	Nether-lands	2.1	2.1	2.1	**Netherlands:** World Bicycle Conference (Amsterdam, 18-22 June 2000). Establishment of guidelines and indicators to promote use of bicycle.	**UNECE:** New Chapter 6 on pedestrians in Resolution R.E.1 adopted as well as amendment proposals to 1968 Vienna Conventions regarding cycle tracks and safety and mobility of cyclists.
V. (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.		1.6	2.0	1.8		**UNECE:** Establishment of pilot projects by CEP/CHS as follow-up to Workshop on sustainable consumption patterns. **REC:** Public transport promotion project.
Chapter VI. Promoting Safe Transport of Dangerous Goods							
VI	Organize seminars, and/or educational programmes for transport operators, training workshops, especially for countries in transition.		1.6	2.3	1.9		**UNECE:** Assistance to training in Germany and Russian Federation. **Italy:** Workshop on transport of hazardous traffic (Trieste, 2000).

IMPLEMENTATION OF POJA AT THE INTERNATIONAL LEVEL							
Element No.	Programme Element Title */	Lead actor(s)	Priority rating			Activity undertaken by **/	
			Transition countries	Other countries	Overall	Lead actor(s)	Others
VI (cont'd)							**CEN:** Series of 50 standards on the transport of dangerous goods (2000-2002).
Chapter VII. Limiting the Environmental Impact of Aircraft and Ships							
VII. (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;	Norway	2.1	2.2	2.1		**European Community:** AIRNOX research programme. **IPCC:** Joint session of IPCC working groups I and III (12-14.4.1999) approved report on aviation and the global atmosphere.
VII. (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_2 standards for aircraft;		2.0	1.6	1.8		**ICAO:** (i) Adoption by Council of more stringent Nox standards (1999). (ii) Assembly Resolution A33-7, Appendix I adopted in October 2001. **European Community:** EC Communication on Air Transport and the Environment.
VII. (c)	Develop a model and take initiatives within ICAO to introduce a world-wide levy on kerosene;	Switzer-land	2.1	1.8	2.0	**Switzerland:** Input to ICAO Resolution on environmentally motivated charges.	**ICAO:** Assembly Resolution A33-7, Appendix I adopted in October 2001.
VII. (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	Sweden	2.3	1.6	2.0	**Sweden:** (i) Report: Environmental differentiated fairways and port dues. (ii) Consideration of increase in ,particularly, the sulphur rebate.	**IMO:** Marine Environment Protection Committee (MEPC) prepares follow-up programme to Annex VI of MARPOL 73/78.

IMPLEMENTATION OF POJA AT THE INTERNATIONAL LEVEL							
Element No.	Programme Element Title [*/]	Lead actor(s)	Priority rating			Activity undertaken by [**/]	
			Transition countries	Other countries	Overall	Lead actor(s)	Others
VII. (d) (cont'd)	ships engines, as well as through promoting an early revision of the NOx Code for new engines.						**UNECE:** Effects of NOx emissions from ships are covered by integrated assessment modeling work. **European Community:** Measures towards ratification of MARPOL **T&E:** Report on economic instruments for reducing emissions from sea transport (1999).

[*/] Description of programme element titles as contained in document ECE/RCTE/CONF.3/FINAL.

[**/] More detailed information on the activities carried out at the international level under the POJA from 1997 to 2002 is contained in the following documents prepared by the UNECE secretariat: JMTE/2001/3; JMTE/2001/4; TRANS/2001/9; JMTE/2001/5; JMTE/AC.1/2001/2; JMTE/2000/8; JMTE/2000/6; JMTE/2000/5; JMTE/1999/6; JMTE/1999/4.; JMTE/1998/2.

Annex 4

Implementation of the Vienna Programme of Joint Action (POJA) at the international level

AUSTRIA

Programme element I (k)
Develop mechanisms for sharing best practices 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).

Programme element IV.
Protection of Sensitive Areas.

Lead actor: Austria

A. TOWARDS SUSTAINABLE TRANSPORT

Case Study (Austria, France, Switzerland) on Environmentally Sustainable Transport in the Alps

At the international EST (Environmentally Sustainable Transport) colloquium in the Alps (Chambéry, 20 and 21 January 2001) the results of this case study have been successfully presented. Also, Italy has participated in this project. The results of the case study were published in the brochure "Environmentally Sustainable Transport in the Alpine Region" and in an addendum to this brochure. A follow-up of these successfully activities is planned.

Case Study on Environmentally Sustainable Transport (EST) in Austria

The case study on EST in the Alps was enlarged to the whole country and was published in the brochure EST – Report Austria.

UNEP/Austrian Joint Pilot Study on Environmentally Sustainable Transport in the CEI Countries in Transition

Austria has carried out jointly with UNEP and OECD the CEI Pilot Study on EST in countries in transition. The pilot 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 by using three different "environmental transportation scenarios" based on technological improvements, transport demand management and a combination of both.

The results of the joint project "Environmentally Sustainable Transport in the CEI Countries in Transition" were disseminated in the Brochure "Towards Sustainable Transport in the CEI Countries" (issued jointly by the CEI, OECD, UNEP and the Austrian Federal Ministry of Agriculture, Forestry, Environment and Water Management).

OECD Conference on EST (Environmentally Sustainable Transport) – Futures, Strategies and Best Practices, 4-6 October 2000, Vienna, Austria

Austria hosted the OECD Conference on EST which was attended by more than 350 key stake holders 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 and served as an important forum for addressing objectives, instruments and implementation strategies for attaining EST as well as sharing best practices. As outcome of the international conference the "Vienna Guidelines on EST" were adopted.

Synthesis Report on the OECD Project EST

The results of the OECD project on Environmentally Sustainable Transport have been published by Austria in the Synthesis Report EST – Environmentally Sustainable Transport – Futures, Strategies and Best Practices and presented at the Vienna OECD EST Conference in October 2000.

Vienna Guidelines on EST

The outcome of the OECD´s initiative on EST and of the Vienna OECD EST Conference, the Vienna Guidelines on Environmentally Sustainable Transport provide a long-term goal oriented strategic tool for a well-tuned sustainability strategy in transport and were approved by the Environment Ministers of the OECD Countries at the OECD Ministerial in May 2001 in Paris.

B. PROTECTION OF SENSITIVE AREAS

Base Study "Criteria for ecologically particularly sensitive areas"

Austria commissioned experts to elaborate a base study on criteria for ecologically particularly sensitive areas, published in summer 2000. This study is based on the ecological and cultural heritages and starts with the criteria sensitively and instability but expands the catalogue of criteria by the concept of potential for a sustainable regional development. With this study a technically-based reference (manual) for the description of (ecologically and culturally) particularly sensitive areas is now available.

Pilot Study "Transport in sensitive areas on example of the sensitive Lake Neusiedl"

As further contribution to the implementation of the Vienna Declaration on Transport and Environment, Chapter IV Protection of Sensitive Areas, Austria launched a pilot study on Transport in sensitive areas on example of the sensitive Lake Neusiedl. This pilot study integrated the principles set forth in be base study "Criteria for ecologically particularly sensitive areas". It was designed to serve as an exemplary project and provides a model on how transport-related issues can be solved in sensitive areas, while opening up and exploiting potentials for a sustainable and environmentally compatible development of traffic and transport systems. The final results of the pilot study were published in a bilingual (English/German) brochure in 2001.

International Conference "Sensitive Areas – a Challenge for Environment and Transport and Expert Meeting

The International Conference on Sensitive Areas – a Key Challenge for Environment and Transport, jointly organized by Austria and UNECE in March 14-15, 2001, was attended by more than 200 representatives of governments, regional and local authorities, agencies, academia, companies and NGOs of more than 25 countries.

The conference presented the results of the base study on criteria for ecologically particularly sensitive areas and of the Austrian pilot study on Transport in sensitive areas on example of the sensitive Lake Neusiedl and constituted a platform for discussion between senior stakeholders in various sectors on objectives, strategies and measures for sustainable development in sensitive areas particularly focusing on transport as well as further co-operations and pilot actions for sustainable transport in sensitive areas.

At the subsequent meeting of the UNECE environment and transport experts on 16 March 2001, it was agreed to establish a Task Force of interested UNECE Member Countries in the field of Transport in Sensitive Areas. This Task Force should focus on the development of possible pilot projects on bilateral and transnational level and the further development of the "Informal Expert Paper on Conclusions and Leitmotivs on Sustainable Transport Management in Sensitive Areas" which was prepared by Austrian experts concluding the experiences of the Criteria Catalogue and the Pilot Study on Transport in Sensitive Areas.

Austrian/Hungarian Pilot Project on Sustainable Transport in Sensitive Areas on Example of the Region Lake Neusiedl/Fertö-tó

Based on the Austrian Pilot Study on Transport in sensitive areas on example of the sensitive Lake Neusiedl, Austria and Hungary have launched the Pilot Project "Sustainable Transport in Sensitive Areas on Example of the Region Lake Neusiedl/Fertö-tó". A bilateral project group discussed the need of a master plan on sustainable transport agreed that the following tasks could be the possible key elements to be implemented in the joint pilot project:

- Innovations in Public Transport
- Cross Border Regional Mobility Centre
- Ecomobility for Ecotourism/Natural Heritages
- Company Mobility Management/Sustainable Freight Logistics
- New Vehicle Technology and Landscape Tailored Infrastructures.

FINLAND

Programme element III. (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.

Lead actor: Finland

Strategic Environmental Impact Assessment in Transport Planning
Conclusions of a workshop (Espoo,14 and 15 May 2001)

Finland is a lead actor for activities related to the Strategic Environmental Assessment (SEA)/Integrated Assessments (IA) in transport planning. Finland has decided to develop a process where specialists from UNECE member countries could exchange their experiences on SEA in transport planning and discuss how to further develop this tool in the future.

For this purpose, the Ministry of Transport and Communications, the Ministry of the Environment and the Finnish Environment Institute have organized a two-day workshop on SEA in transport planning in Espoo on 14 and 15 May 2001. The workshop was prepared in consultation with experts from different countries and organizations. The Finnish Environment Institute (Ms. E. Furman and Mr. M. Hildén in charge of organizing the workshop) sent an inquiry for SEA experts to different countries and organisations to provide information how SEA/IA has been linked to transport planning and decision making processes in concrete cases. Following such an inquiry, 14 responses were received from the following concrete cases and from ten different UNECE member countries:

1. Belgium/Flanders: Mobility Plan Flanders
2. Germany/Institute for Regional Development and Structural Planning: County Roads Transport Concept Oder-Spree
3. Finland/Finnish Road Administration: Guidelines for road management and development 2015
4. Finland/Finnish Road Administration: Strategic Road Management and Development Plan of the Savo-Karjala Road District
5. Finland/Finnish Environment Institute: Helsinki Metropolitan Area Transport System Plan
6. Hungary/Institute for Transport Sciences: SEA of the Danube corridor in Hungary
7. Latvia/Ministry for Environmental Protection: Regional Development Plan for Latgale (including strategic transport and traffic policy for the Latgale Region)

8. Netherlands/Ministry of Transport, Public Works and Water Management: The Zuiderseelijn – Quicker Rail-connection between Amsterdam and Groningen
9. Norway/Institute of Transport Economics: Norwegian Road and Road Transport Plan
10. Poland/Institute for Environmental Protection: Multi-modal Transport Corridor Warsaw-Budapest
11. Portugal/New University of Portugal: Transport Network Reformulation between Almada and Lisbon – preparatory Study for the Almada Master Land-Use Plan
12. Russian Federation/All-Russian Research Institute for Nature Protection: Third Transport Ring in Moscow
13. United Kingdom/TRL Limited: M4 around Newport Common Appraisal Framework – Newport South Wales
14. United Kingdom/University of Cambridge: The Trans-Pennine Corridor – coast-to-coast corridor in Northern England.

The Finnish Environment Institute prepared a synthesis report on the basis of information received on these cases. The synthesis report was used as background material for the workshop that was attended by 38 participants from 17 countries and 5 international or non-governmental organizations. Apart from a presentation of the outcomes of the case synthesis report and short description of specific issues found in the studied cases, the programme of the workshop meeting was built around discussions in working groups. On the basis of the synthesis report and the working group discussions, the following conclusions can be made:

(a) The political will to carry out environmental assessment is a starting point. SEA is still a relatively new tool and needs support in order to become accepted conceptually amongst all those who use it. Legislation requiring environmental assessment helps in developing the political will to carry out these assessments, but does not automatically lead to political support. The participation of politicians and other decision-makers as well as the public from the very beginning of the planning and assessment processes is an important precondition for the success of these assessments. Moreover, it is important to have a common understanding what kind of information (what is relevant and systematic information and what is not) the decision-makers need as a basis for their decisions and what are the decisions to be made on the basis of the assessments.

(b) The effectiveness of environmental assessments can be improved especially with the help of (i) active development of policy options and scenarios, (ii) increasing coherence between different transport goals and targets, (iii) increasing understanding of environmental problems and their solutions, (iv) increasing co-operation with all stakeholders and (v) integrating land use and transport system planning processes.

(c) The following aspects of networking contribute to the effectiveness of the environmental assessments: (i) networks should cover all relevant partners (e.g. researchers, politicians, administration in different levels, experts, financial institutions, NGOs, transport companies), (ii) networks should be open to new participants, (iii) networks should be established at an early stage and (iv) information should flow both vertically and horizontally in a fast and flexible manner.

(d) The integration of different types of assessment may increase the robustness of the environmental assessments. When various assessment practises are part of the normal planning procedures, it may be easier to introduce new elements.

(e) Tiering ensures that there are links from the strategic level to the concrete project level and vice versa. In tiering it is important to understand organizational structures and look at the right issues at the correct stage in SEA/Environmental Impact Assessment (EIA) processes. Therefore, it is crucial to consider how the environmental assessment of the policy, plan or programme is linked to the project level, but also how the tiering of project EIA is working towards the SEA level.

(f) The tailoring of the assessment to each particular case contributes significantly to the effectiveness. Tailoring should include especially: (i) flexibility in time, (ii) flexibility in changes during the process if needed, (iii) evaluation of various goals and indicators behind them and (iv) use of methodologies dealing with risks and uncertainties.

(g) International transport corridors demand special integration because of the extent and complexity of their effects: defining the needs and extent of corridors, alternatives (including multi-modality), context within national/international/regional transport planning system, etc.

(h) Expectations towards UNECE as regards SEA/IA: (i) active in providing information (e.g. gathering and distributing information on good practices, providing guide book material, establishing web pages or data banks on SEA as well as organizing workshops); (ii) active in networking and co-operating with other relevant organizations such as ECMT and the European Union; (iii) UNECE should finalize the SEA protocol and carry out the activities that have been

initiated at the Sofia Conference; and (iv) UNECE is encouraged to act as a kind of "godfather" towards transition countries, e.g. by providing training on SEA matters for civil servants from transition countries and by funding relevant activities.

Finland, as one of the lead actors on this matter, hopes that the conclusions of the workshop will contribute both at the political level as well as at the practical level to further development of the assessment procedures, especially as regards the UNECE negotiations on a Protocol on Strategic Environmental Assessment that is planned to be adopted at the Ministerial Conference "Environment for Europe" in Kiev (May 2003). It is of utmost importance for the effectiveness of assessment procedures that the new elements identified e.g. in the context of Health Impact Assessment, Human Impact Assessment or Social Impact Assessment procedures are integrated into one assessment process.

The report "Transport Planning: Influence of Strategic Environmental Assessment/Integrated Assessment on Decision-making" prepared by Eeva Furman and Mikael Hildén of the Finnish Environment Institute contains a summary of the findings of the case studies and findings of the workshop. The report has been distributed widely and is also available on the following web-site: www.vyh.fi/eng/current/events/transpor/workshop.htm.

NETHERLANDS

Programme element V (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 actor: Netherlands

National Cycling Policies Benchmarking Programme (NATCYP)

NATCYP is a benchmark programme directed by Velo Mondial, supported by DG TREN of the European Commission and with five participating countries: Czech Republic, England, Finland, Scotland and the Netherlands.

The programme has, for the first time ever, compared and benchmarked cycle policies at a national level within Europe. The first stage of this programme covered the period from early 2001 until December 2001 and the publication of the final report. It was planned that this stage would be time- and participant limited, but good work has been completed, and other countries that would join a further NATCYP phase are also identified.

The participating countries became involved in this benchmarking programme in order to compare their achievements so far, and to identify best practice relevant for their stage of development. Indeed, there are wide variations of cycling policies in Europe and the situation is developing quickly. There are countries which are at a starting stage of development, those who have already made some achievements and those who have integrated cycling into the overall transport policy. At a time when the many benefits of greater cycle use is increasingly recognized, this benchmarking programme is a very important tool to assist countries with cycle policies to do better, to raise the status of the bicycle and to encourage more countries to adopt pro-cycling policies.

The first stage of this programme concentrated on three main aspects:

(a) The choice of the appropriate indicators for an efficient and productive assessment and comparison. These were clustered into the four following categories: targets and performance; process of making policy; tools and measures; and barriers and support. These four categories were selected to give useful information on the situation in the five countries.

(b) A more in-depth exchange of experiences on specific topics of interest using a site visit.

(c) The compilation of conclusions and recommendations for this stage and the identification of other countries who are interested to be involved in a further stage of this programme.

Some of the detailed findings from the agreed indicators were as follows:

- All participating countries have or are developing national policies for cycling. One country (the Netherlands) has implemented a masterplan for cycling, while others have developed a dedicated cycle policy more recently. This indicates the essential 'top-down' political support for the mode, although the political agenda for cycling varies greatly.
- Within these policies, all countries have (or are developing) concrete targets for increasing the cycling infrastructure and/or cycle use. These targets are very useful in helping to define priorities, allocate funding, direct publicity and promotion as well as monitor progress.
- Actual bicycle use varies from a substantial part of all trips (27% and 10.7% in the Netherlands and Finland respectively) through moderate (4% (estimated) in the Czech Republic) to marginal (approximately 2% in England and Scotland).
- In countries with high levels of cycling the use of public transport for short trips (i.e. urban public transport) is relatively low.
- Most countries have a big cycling potential with the majority of all trips made are shorter than 5 km. The figures on the potential of cycling strongly suggest that the bicycle can replace short trips by car, if it is suitably supported.
- The risk to be killed per km cycling per country, tends to be inversely proportional to the level of bicycle use.
- All national strategies explain that a substantial part of the task has to be done by regional and local authorities. Co-ordination, funding, research, making guidelines and legislation are the main tasks for the national level in all countries.
- Most countries have guidelines for planning and designing bicycle infrastructure and for reduction of traffic. While these guidelines may have no legal power, they are influential.

At the final programme meeting, the essential aspects of cycle policy were defined that had been most important in the benchmarking process. These included the successful promotion of cycling (best practices), communication, safety (increase of cycling and safety is possible), intermodality and the integration of cycling into other policy fields.

The strategic NATCYP programme conclusions fall into five main areas: Benchmarking process; Networking and contacts; Data and information exchange; Country policy development; and Wider policy implications. Within these, a number of detailed conclusions are important:

(a) Benchmarking national cycling policies for the first time, in spite of the limited time for this stage, has been very productive for the countries. This positive conclusion was shared by other country officials who came to one meeting and they want to be involved in the future.

(b) NATCYP helped very much to increase the amount of information not only on the current situation in the countries, but also on the process of policymaking for bicycles. The gathering, sharing and comparing of this data is important for faster progress.

(c) NATCYP has been an effective way to raise the status of the bicycle and to help convince politicians and professionals of the benefits of a national cycle policy.

(d) NATCYP has also assisted in policy formulation and review. The process helped the countries to realise their strengths and weaknesses, and to amend what they are doing in the light of this. This can help to save time and money and make policies more effective.

(e) NATCYP has allowed countries to very usefully see their work as part of a wider policy framework, both within the countries involved and also at the international level.

The NATCYP recommendations use the same five headings as above and fall into three main categories: those related to the programme itself, wider national policy issues and wider international policy issues.

The recommendations on the NATCYP programme itself include:

- Participating countries are keen to continue the programme and to include additional countries that have shown interest. This is felt to be both desirable and useful.
- A further stage of this benchmarking process should concentrate on specific topics that will be investigated with more countries and in greater depth. This strongly suggests that a long-term programme would be most effective. Several topics have already been identified.
- A benchmarking process offers great opportunities to elaborate a framework for the whole national cycling policy process. Such a framework would have a wide application.

The wider national recommendations include:

- Support capacity building (professional capabilities and development).
- Improve data collection, particularly on the potential and significance of cycling.
- Improve monitoring and data collection on traffic and transport.
- Promote wider policy partnerships and increase participation by providers and users locally.
- Improve guidelines and promotional work.

The wider international recommendations include:

- Develop a more pro-active role at the European level. This would involve collection and dissemination of data, more promotion of cycling, harmonisation and policy work.
- Develop a framework for a long-term national cycling policy process, including coordination as part of a process to support policy development and more cycling.
