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Réunion de haut niveau sur les transports,

l'environnement et la santé

(Deuxième session, 5 juillet 2002)

Point 3 de l'ordre du jour

EXAMEN À MI-PAROURS DU PROGRAMME COMMUN D'ACTION DE VIENNE*
(1997-2002)

adopté à la Conférence régionale sur les transports et l'environnement
(Vienne, 12-14 novembre 1997)

Note du secrétariat de la CEE

A. MANDAT ET CONTEXTE DE L'EXAMEN À MI-PAROURS

I. Mandat

1. Dans le Programme commun d'action adopté par les États membres de la CEE à la Conférence régionale sur les transports et l'environnement (Vienne, 12-14 novembre 1997), la CEE est invitée à convoquer en 2002 une réunion d'examen à mi-parours, au niveau approprié, afin d'intégrer l'exécution et le suivi du Programme dans l'application d'Action 21 à l'échelle de la planète. Il s'agirait d'évaluer au cours de cet examen les progrès accomplis et les difficultés rencontrées dans l'exécution du Programme commun. Il s'agirait aussi d'indiquer les orientations à donner aux travaux futurs relatifs à l'application du Programme jusqu'en l'an 2007, y compris l'établissement du bilan final et la définition de la poursuite éventuelle du suivi (ECE/RCTE/CONF./3/FINAL).

* Les annexes au présent document sont disponibles en anglais seulement.

2. La Réunion commune sur les transports et l'environnement, créée au titre du Programme, et ses groupes d'experts spéciaux ont examiné à plusieurs reprises les objectifs et les questions à traiter lors de l'examen à mi-parcours de 2002 ainsi que la manière de procéder. La Réunion spéciale des organes de liaison nationaux, des chefs de file et des autres experts sur le Programme commun d'action (7 et 8 février 2000) avait examiné pour la première fois les objectifs à atteindre et défini un certain nombre de moyens d'organiser la réunion d'examen à mi-parcours et d'évaluer les résultats de l'exécution du Programme aux échelons national et international (JMTE/AC.1/2002/2, par. 28).

3. En s'inspirant des avis de ce groupe d'experts, le secrétariat de la CEE a rédigé le document diffusé sous la cote JMTE/2000/7, qui définit les objectifs de l'examen à mi-parcours ainsi que les activités concernant l'évaluation des travaux accomplis, la réorientation et le recentrage des activités et l'intégration du Programme dans l'action menée à l'échelle mondiale pour appliquer Action 21. Dans ce même document, le secrétariat propose des procédures et des méthodes de travail permettant d'atteindre les objectifs de l'examen à mi-parcours.

4. À sa troisième session (6 juin 2000), la Réunion commune sur les transports et l'environnement a agréé les propositions du secrétariat de la CEE, précisant que la documentation requise devait être élaborée par le nouveau groupe spécial d'experts (JMTE/2000/8, par. 24 et 26).

II. Supervision et suivi de l'exécution du Programme commun d'action

5. Parallèlement à ces considérations concernant le contenu et les modalités de l'examen à mi-parcours, la Réunion commune a supervisé et suivi, depuis sa première session en juillet 1998, et conformément à son mandat, l'application du Programme commun sur les plans national et international. À la suite de rapports sur l'exécution du Programme à l'échelon national (JMTE/1998/4, par. 5 à 14; JMTE/1999/3; JMTE/1999/6, par. 13 à 16 et 20), et à l'échelle internationale (JMTE/1998/2, JMTE/1998/4, par. 5 à 7; JMTE/1999/4; JMTE/1999/6, par. 17 à 24), qui ont été examinés périodiquement par la Réunion commune à ses sessions annuelles depuis décembre 1999, le secrétariat de la CEE a envoyé un questionnaire aux organes de liaison nationaux en vue de connaître les projets ou activités nationaux auxquels ils attachaient une priorité particulière. Les réponses au questionnaire ont été examinées lors d'une réunion extraordinaire des organes de liaison nationaux, des chefs de file et des autres experts (février 2000) et à la troisième session de la Réunion commune (juin 2000) (JMTE/AC.1/2000/2, par. 5 à 17; JMTE/2000/3; JMTE/2000/8, par. 11 et 12).

6. Un questionnaire a été envoyé aussi par le secrétariat de la CEE aux principaux chefs de file responsables de l'exécution des éléments internationaux du Programme commun. Les réponses au questionnaire ont été examinées au cours d'une réunion extraordinaire des organes de liaison nationaux, des chefs de file et des autres experts (février 2000) et à la troisième session de la Réunion commune (juin 2000) (JMTE/AC.1/2000/2, par. 18 à 27; JMTE/2000/4; JMTE/2000/6; JMTE/2000/8, par. 13 à 23).

7. En vue d'aider le nouveau groupe spécial d'experts à assurer le suivi de l'exécution du Programme commun, un nouveau questionnaire a été envoyé par le secrétariat de la CEE aux chefs de file internationaux en novembre 2000. Les réponses relatives à l'exécution du Programme à l'échelon national ont été examinées par le groupe d'experts à sa première session

en février 2001 (document informel n° 1 et annexes 1 et 2; JMTE/AC.1/2001/2, par. 8 à 19). L'information mise à jour a été examinée par la Réunion commune à sa session de juin 2001 (JMTE/2001/2; JMTE/2001/5, par. 17). Les réponses concernant les activités internationales ont été examinées aussi par le groupe d'experts à sa première session (document informel n° 2; JMTE/2000/8; JMTE/AC.1/2001/2, par. 20 à 23) et l'information mise à jour a été examinée par la Réunion commune à sa session de juin 2001 (JMTE/2001/3; JMTE/2001/4; JMTE/2001/5, par. 18 à 25).

8. En sus de ces activités d'examen intersectoriel, le Comité des transports intérieurs de la CEE a examiné, à sa soixante-troisième session, en février 2001, la mise en œuvre des éléments pertinents du Programme commun par ses différents organes subsidiaires, à partir d'un rapport d'activité du secrétariat (TRANS/2001/9; ECE/TRANS/136, par. 14).

9. Conformément à son mandat, la Réunion commune sur les transports et l'environnement, avec le concours de son groupe spécial d'experts, a donc supervisé et suivi régulièrement la mise en œuvre du Programme commun tant à l'échelon national qu'à l'échelle internationale, et elle a contribué à l'inscription des questions transversales de transport et d'environnement dans le programme de travail des organes subsidiaires compétents de la CEE.

10. Il faut reconnaître toutefois que le travail de supervision et de suivi consistant pour la Réunion commune à évaluer la mise en œuvre du Programme est souvent demeuré très superficiel et parfois même médiocre. Il y a, semble-t-il, quatre raisons principales à cela: d'abord, beaucoup de pays membres de la CEE ont apparemment eu beaucoup de difficulté à répondre aux attentes exprimées dans le Programme commun, c'est-à-dire à désigner rapidement des organes de liaison nationaux et à se porter volontaires comme chefs de file dans tel ou tel domaine. Il subsiste encore aujourd'hui plusieurs lacunes sur ce point. Deuxièmement, la Réunion commune et ses groupes spéciaux d'experts ont consacré beaucoup de temps à des questions de procédure et d'organisation, au lieu de se consacrer aux questions de fond qui leur étaient confiées, telles que l'évaluation et la coordination des activités accomplies, la promotion de l'aide aux pays en transition ou la définition d'un ordre de priorité pour les travaux à l'échelle internationale. Troisièmement, il s'est révélé impossible d'associer aux travaux de la Réunion commune et de ses groupes d'experts un nombre suffisant de pays en transition, de sorte que ces derniers n'ont guère pu contribuer utilement au débat et définir l'orientation future des travaux. Enfin, il n'a pas été possible de créer, avec les ressources disponibles, un secrétariat bien étoffé et actif qui aurait pu rédiger en temps voulu une documentation de fond dans les trois langues de travail de la CEE. Ce secrétariat international aurait pu compenser dans une certaine mesure la carence de la Réunion commune en matière de directives dans la supervision et le suivi du Programme commun.

III. Adjonction d'un volet santé aux activités relevant du Programme commun

11. La première Réunion de haut niveau sur les transports, l'environnement et la santé a été organisée par l'OMS et la CEE (Genève, 4 mai 2001) conformément au mandat donné dans la Charte de Londres sur les transports, l'environnement et la santé adoptée à la troisième Conférence ministérielle sur l'environnement et la santé. Elle a invité les organisations internationales concernées à resserrer leur coopération et à renforcer la coordination de toutes les activités intéressant les transports, l'environnement et la santé, en particulier celles prévues dans la Charte de Londres et dans le Programme commun d'action. La Réunion de haut niveau a

approuvé une proposition des secrétariats de la CEE et de l'OMS visant à rationaliser les mécanismes institutionnels internationaux créés dans le cadre des processus de suivi de Vienne et de Londres et à définir un ordre de priorité des travaux connexes (ECE/AC.21/2001/3).

12. Compte tenu de ce qui précède, la Réunion commune a décidé à sa session de juin 2001 d'ajouter au Groupe spécial mixte d'experts des transports et de l'environnement des experts des questions sanitaires et de le rebaptiser Groupe spécial mixte CEE-OMS d'experts des transports, de l'environnement et de la santé. La Réunion commune a décidé aussi que la deuxième Réunion de haut niveau, qui serait convoquée le 5 juillet 2002 à l'échelon ministériel, devrait approuver le bilan à mi-parcours du Programme commun d'action de Vienne (JMTE/2001/5, par. 10). Le Comité des transports intérieurs de la CEE et le Comité des politiques de l'environnement de la CEE ont pris note de ces décisions.

IV. Fixation d'un ordre de priorité

13. Conformément à la décision de la Réunion de haut niveau, le nouveau Groupe spécial mixte CEE-OMS d'experts a défini trois domaines prioritaires pour la suite des travaux à l'échelle paneuropéenne intéressant les transports, l'environnement et la santé:

- a) Intégration des questions d'environnement et de santé dans les politiques des transports;
- b) Gestion de la demande et réorientation de la répartition des modes de transport;
- c) Transport urbain;
- d) Questions intersectorielles (besoins et problèmes particuliers des nouveaux États indépendants et des pays de l'Europe du Sud-Est et zones particulièrement sensibles sur le plan écologique).

B. ÉVALUATION DES ACTIVITÉS MENÉES AU TITRE DU PROGRAMME COMMUN D'ACTION (1997-2002)

14. L'évaluation des activités dans le cadre de l'examen à mi-parcours du Programme commun d'action contenue dans le présent document doit être replacée dans le contexte de l'orientation et de l'étendue nouvelles données aux activités relatives aux transports, à l'environnement et à la santé. Avec l'approbation de l'examen à mi-parcours et avec les décisions relatives à la rationalisation des mécanismes institutionnels internationaux prévus dans les processus de suivi de Londres et de Vienne et à l'ordre de priorité des travaux qui seront prises par la deuxième Réunion de haut niveau sur les transports, l'environnement et la santé (Genève, 5 juillet 2002), les activités aux échelons national et international dans le cadre du Programme commun et de la Charte de Londres seront regroupées dans un nouveau programme: le Programme paneuropéen sur les transports, l'environnement et la santé.

15. Les sections qui vont suivre donnent un aperçu du degré d'exécution des différents éléments du Programme entre 1997 et 2002, sur les plans national et international. Les activités qui apparemment n'ont pas pu être exécutées seront indiquées, avec une brève analyse des raisons possibles de ces lacunes. Enfin, le document expose la manière d'assurer le suivi permanent des questions relevant du Programme commun qui ne pourront plus être traitées étant

donné les nouvelles priorités inscrites dans le Programme paneuropéen, mais que les gouvernements ou les organisations internationales devraient peut-être aborder parce qu'elles correspondent à des besoins nationaux ou internationaux bien précis.

I. Exécution du Programme commun d'action à l'échelon national

a) Degré d'exécution

16. Conformément à son mandat, la Réunion mixte sur les transports et l'environnement a suivi régulièrement l'avancement des travaux menés à l'échelon national. En sus des rapports périodiques présentés aux sessions annuelles de la Réunion depuis sa création en 1998 par les gouvernements membres de la CEE, les réponses au questionnaire communiqué aux États membres de la Commission ont été notées et examinées. Malheureusement, sur 55 États membres de la Commission, moins de la moitié ont envoyé des renseignements sur l'exécution du Programme, malgré les efforts considérables déployés par le secrétariat pour identifier les organes de liaison nationaux et communiquer avec eux afin d'assurer un courant d'information ininterrompu à destination et en provenance de Genève.

17. L'information recueillie et rassemblée par le secrétariat de la CEE dans l'annexe 1 du présent rapport donne cependant de nombreux exemples d'activités. Bien qu'elle ne soit ni complète, ni même représentative de l'ensemble de la région de la CEE, cette annexe donne une idée de la nature et de la variété des activités accomplies par les États membres de la fin de 1997 au début de 2002.

18. Pour structurer l'information reproduite dans l'annexe et en vue de faciliter l'évaluation du degré d'exécution du Programme commun à l'échelon national, le secrétariat a dû confronter les activités nationales qui lui étaient signalées avec les éléments individuels du Programme.

19. Outre le fait que les différents éléments du Programme commun non seulement se recourent souvent par leur contenu, mais aussi sont de caractère très différent, puisqu'ils vont de questions de politique générale à des tâches très spécifiques et techniques, il n'a pas été souvent facile de faire le lien entre tel ou tel élément du Programme et les activités nationales, d'autant plus que ces activités englobaient quelquefois plusieurs de ces éléments. En pareil cas, on a porté un jugement de valeur et parfois une même activité nationale a été rapportée à plusieurs éléments du Programme commun.

20. En vue de compléter l'information reçue, le secrétariat de la CEE a demandé en 2001 aux organes de liaison nationaux d'indiquer les éléments de programme qui, à leur connaissance, étaient en cours d'exécution ou allaient l'être. Les réponses de 22 États membres de la Commission sont reproduites à l'annexe 2 du présent rapport. À proprement parler, la présente évaluation ne peut pas être comparée avec l'information sur les activités effectives contenue dans l'annexe 1, car elle ne porte pas toujours sur les mêmes pays et elle englobe des activités prévues mais qui n'ont peut-être pas été exécutées au cours de la période considérée, c'est-à-dire entre 1997 et 2002.

b) Évaluation du degré d'exécution

21. Vu ce qui précède, il est difficile de donner une image complète et exacte de l'exécution des activités nationales ressortissant au Programme commun pour l'ensemble de la région de la CEE, à partir de l'information reproduite dans les annexes 1 et 2. Néanmoins, on peut faire quelques observations générales en s'appuyant sur les considérations exprimées aux différentes sessions de la Réunion commune sur les transports et l'environnement et de ses groupes spéciaux.

22. Parmi les sept grands domaines d'activité inscrits au Programme commun, le chapitre VII, intitulé «Limiter les incidences des aéronefs et des bateaux sur l'environnement» accuse incontestablement les plus grosses lacunes dans l'exécution à l'échelon national. En revanche, les chapitres IV, V et VI, intitulés respectivement «Protection des zones sensibles», «Promouvoir des transports urbains durables» et «Renforcer la sécurité du transport des marchandises dangereuses», contiennent le plus grand nombre d'éléments de programme qui ont été exécutés ou dont l'exécution est prévue. Les résultats relativement bons dans ces derniers domaines reflètent probablement les préoccupations et priorités concernant l'action à l'échelon national, tandis que les résultats médiocres du premier tiennent peut-être au fait que les réglementations destinées aux bateaux et aux aéronefs exigent la prise de mesures internationales plutôt que de mesures nationales (voir aussi par. 34).

23. En termes plus concrets, et si l'on se penche de plus près sur les divers chapitres du Programme commun d'action, on peut faire une évaluation préliminaire.

Chapitre I: Vers des transports durables

24. Le chapitre I a), qui présente des objectifs et des stratégies généraux, est appliqué d'une façon ou d'une autre par presque tous les pays ayant répondu au questionnaire; en revanche, on a peu ou pas d'information sur les éléments suivants: b) élaboration de normes d'émission pour les véhicules ferroviaires, les véhicules tout-terrain et les bateaux; i) examen de la recherche actuelle sur les transports, et surtout g), emploi de moyens juridiques pour assurer la protection de l'environnement contre les transports par la définition de responsables des dommages causés à l'environnement. L'inexécution de l'élément g) du programme correspond peut-être à l'absence relative de principes de responsabilité civile en matière d'atteintes à l'environnement.

Chapitre II: Favoriser les véhicules et les carburants moins polluants

25. Là encore, les aspects les plus généraux de la mise en œuvre de règlements internationaux concernant les carburants et tous les modes de transport visés par l'élément a) paraissent être traités par de nombreux pays. En revanche, on ne semble pas avoir agi beaucoup dans bien des pays, dans les domaines visés par l'élément g) relatif à l'adaptation des industries nationales de transport à des normes d'environnement et de sécurité plus strictes, et par l'élément h) relatif au contrôle technique périodique des véhicules ferroviaires. Il convient d'ajouter toutefois que cette évaluation concerne essentiellement les pays en transition d'Europe centrale et orientale, bien que certains d'entre eux aient souligné à maintes reprises l'importance de ces questions pour eux; dans la plupart des pays d'Europe occidentale, beaucoup de ces mesures spécifiques ont déjà été prises ou sont en cours d'application.

26. La médiocrité des résultats correspondant aux éléments g) et h) du Programme tient au fait qu'il faut engager de gros investissements sur de longues périodes pour que le secteur privé puisse améliorer le rendement écologique et la sécurité non seulement des véhicules nouveaux mais aussi des véhicules plus anciens.

Chapitre III: Promouvoir des systèmes de transport efficaces et écologiquement viables

27. Les résultats sont assez médiocres, notamment dans les pays en transition, pour l'élément b) relatif à l'utilisation des systèmes logistiques et télématiques pour réduire les mouvements de véhicules et les trajets à vide. L'installation des systèmes nécessaires est peut-être trop coûteuse pour les petites et moyennes entreprises.

28. De même, l'élément g) relatif à la mise au point de programmes destinés à équiper les véhicules neufs d'instruments donnant des informations à bord et d'instruments d'aide à la conduite ainsi qu'à promouvoir l'utilisation effective de ces instruments fait apparemment défaut dans bien des pays. Cette faiblesse pourrait tenir au manque de ressources financières, au caractère encore assez nouveau de la technologie à mettre en place et à l'absence de législation contraignante. On peut l'imputer aussi à l'insuffisance des moyens de formation des conducteurs et de la demande des consommateurs.

29. Il en va de même de l'élément m), relatif à la suppression des distorsions du marché grâce à des instruments permettant d'intégrer les coûts externes. De nombreux pays se sont occupés de cette question en principe au titre du chapitre I a) et ont promulgué ou sont en train de promulguer plusieurs mesures dans ce sens, mais la question demeure particulièrement difficile à traiter dans les pays en transition d'Europe orientale.

Chapitre IV: Protection des zones sensibles

30. Peu d'informations ont été recueillies sur la mise en œuvre de ce chapitre à l'échelon purement national. D'après les renseignements disponibles, il semblerait que l'élément e), en particulier, soit difficile à mettre en œuvre; il concerne la mise en service de véhicules extrêmement peu bruyants et polluants et de véhicules sans émission, notamment pour les régions touristiques et les zones de protection de la nature.

31. Dans l'ensemble, ce chapitre paraît avoir été assez bien mis en œuvre en Europe occidentale, mais on n'a pas encore créé, sauf quelques exceptions, des services touristiques viables. Par ailleurs, le marché des véhicules sans émission demeure extrêmement étroit et la tendance générale de la consommation paraît s'orienter dans la direction opposée, c'est-à-dire vers des véhicules utilitaires spéciaux à moteur puissant.

Chapitre V: Promouvoir des transports urbains écologiquement viables

32. L'élément f) du Programme commun, qui vise à réduire la nécessité des déplacements en développant et en encourageant les transports collectifs, notamment par la planification de l'utilisation de l'espace foncier et des politiques pertinentes, semble avoir été particulièrement mal appliqué dans les pays d'Europe orientale. Il en va de même, semble-t-il, de l'élément g), relatif à de nouvelles politiques de stationnement et à d'autres moyens de limiter la circulation automobile en centre-ville. Dans ces pays, l'entretien d'un bon réseau de transport public paraît

de plus en plus compromis par le manque de ressources financières et par l'extension du parc d'automobiles privées. Actuellement, les villes s'étendent, les industries se déplaçant vers la périphérie et vers la campagne. Les mesures d'aménagement du territoire en vue de freiner cette évolution sont encore assez récentes et souvent elles ne sont pas appliquées intégralement.

Chapitre VI: Renforcer la sécurité du transport des marchandises dangereuses

33. La sécurité du transport des marchandises dangereuses, question sensible et importante sur le plan politique à l'échelon national, est apparemment assurée convenablement dans la plupart des États membres de la CEE. Elle ne paraît pas susciter de problème majeur.

Chapitre VII: Limiter les incidences des aéronefs et des bateaux sur l'environnement

34. À l'exception de l'élément c), relatif à l'application des critères de la CEAC pour le retrait progressif des aéronefs qui ne respectent pas les normes de bruit de l'OACI, et éventuellement de l'élément d), qui vise une meilleure utilisation de l'espace foncier au voisinage des aéroports, l'exécution de tous les autres éléments du chapitre accuse un retard, probablement parce que la réglementation relative aux bateaux et aux aéronefs exige une action internationale. Il convient de signaler toutefois que l'exécution des éléments a) et b) ne peut être entreprise que dans les pays qui possèdent les connaissances et les moyens nécessaires et/ou qui ont des usines fabriquant des aéronefs ou des moteurs.

35. D'une manière générale, l'exécution du Programme commun d'action à l'échelon national au cours de la période considérée (1997-2002) apparaît manifestement médiocre dans les pays en transition, notamment ceux d'Europe orientale, alors que dans ces pays mêmes il aurait fallu donner la priorité au Programme (JMTE/2000/8, par. 17).

36. En Europe occidentale, des problèmes considérables subsistent dans l'exécution des activités en matière de transport et d'environnement dans des délais raisonnables, parce que les autorités nationales concernées ont des compétences et des mandats qui sont différents, voire qui ne coïncident que partiellement ou qui sont contradictoires. Dans les États membres de l'Union européenne, la Commission européenne paraît souvent apporter la pression politique et législative qui fait parfois défaut aux pouvoirs publics en vue de prendre des mesures d'application du Programme commun d'action.

37. Certains des motifs généraux du défaut d'exécution du Programme à l'échelon national ont déjà été analysés en février 2001 par le Groupe spécial d'experts mixte des transports et de l'environnement (JMTE/AC.1/2001/2, par. 18). Cette analyse paraît toujours valable. Certains des motifs précis relevés par les experts sont les suivants:

- le manque de ressources;
- l'absence de consensus au sein du gouvernement à tous les niveaux (tant horizontalement que verticalement);
- le manque de connaissances spécialisées sur les questions intersectorielles;

- l'absence de demande de la part des consommateurs et le manque de formation des conducteurs;
- les problèmes de politique intérieure qui compromettent l'exécution du Programme;
- la faible priorité accordée à tel ou tel élément;
- certains éléments du Programme sont trop vagues pour être convenablement appliqués.

38. Les lacunes dans l'exécution du Programme à l'échelon national sont dues aussi à l'absence de bons mécanismes de coopération et de communication entre les pays d'Europe occidentale et ceux d'Europe orientale. Par ailleurs, les ressources fournies par le secrétariat de la CEE étaient insuffisantes et le financement international pour le développement et la coopération dans ce domaine a fait défaut. En revanche, les experts ont estimé que dans un certain nombre de pays le Programme avait une influence bénéfique sur les activités et politiques nationales du transport et de l'environnement, car il représentait un consensus entre les pays sur les questions à traiter ainsi qu'un cadre propre à stimuler la réflexion. En outre, ils ont estimé que le Programme commun dressait une liste de pointage des mesures à prendre à l'échelon national, facilitait le suivi et l'évaluation des activités et encourageait la coopération internationale et l'échange de pratiques optimales entre les pays. Enfin, le Programme contribuait apparemment à une prise de conscience et à sensibiliser le public aux questions de viabilité des transports et il encourageait la participation des pays en transition (JMTE/AC.1/2001/2, par. 17).

II. Exécution du Programme commun d'action à l'échelle internationale

a) Degré d'exécution

39. Conformément à son mandat, la Réunion commune sur les transports et l'environnement a suivi régulièrement les progrès réalisés dans l'exécution du Programme à l'échelle internationale. Pour sa part, le secrétariat de la CEE a demandé régulièrement aux chefs de file internationaux une information sur leurs programmes de travail concernant les éléments du Programme dont ils avaient la responsabilité. La plupart des chefs de file ont bien communiqué l'information demandée.

40. On trouvera à l'annexe 3 au présent rapport la description détaillée des activités menées à l'échelle internationale au titre du Programme entre 1997 et 2002. Il s'agit des activités entreprises par les chefs de file aussi bien que par d'autres parties: États membres de la CEE, Communauté européenne, et organisations internationales, gouvernementales ou non gouvernementales.

41. L'annexe 3 donne aussi des renseignements sur l'ordre de priorité accordé à tous les éléments du Programme commun, selon les indications données par 29 États membres de la CEE. La méthode employée pour recenser les priorités a été élaborée par la Réunion commune sur les transports et l'environnement et, malgré certains défauts, elle a été employée jusqu'au présent examen à mi-parcours [JMTE/AC.1/2001/2, par. 23 b)].

b) Évaluation du degré d'exécution

42. L'exécution du Programme commun à l'échelle internationale est étroitement liée au rôle et aux activités dévolus aux chefs de file. Ces derniers sont des pays et/ou des organisations qui se sont portés volontaires pour des mesures spécifiques propres à garantir que soient menées à bien les activités d'exécution dans le domaine dont ils ont assumé la responsabilité (ECE/RCTE/CONF.3/FINAL).

43. Malheureusement, on n'a pas pu trouver des chefs de file pour tous les éléments du Programme ni même pour la plupart des éléments. Sur un total de 53 éléments inscrits dans les 7 chapitres du Programme commun d'action, 27 seulement avaient trouvé un chef de file au milieu de l'année 2002. Le chapitre VI, relatif à la sécurité du transport des marchandises dangereuses, n'a pas de chef de file. Plus regrettable encore, sur 35 éléments désignés comme étant d'une haute priorité [c'est-à-dire ayant un rang de priorité moyen se situant entre 1 et 1,9 (dans une fourchette de 1 à 3)], 16 seulement, soit moins de la moitié, ont trouvé un chef de file. Il en va de même des éléments de programme considérés comme prioritaires pour les pays en transition. Seuls 19 éléments sur 41 particulièrement importants pour ces pays ont trouvé un responsable de leur exécution et, dans bien des cas, le résultat de ses activités ne semble pas être parvenu à la connaissance des pays en transition.

44. Il convient de noter toutefois que, comme on l'a dit précédemment, les activités des chefs de file recouvrent souvent plus d'un élément du Programme commun et elles englobent fréquemment des sujets relevant d'autres éléments ou chapitres du Programme.

45. Sur 55 États membres de la CEE, on n'a pu désigner que 9 chefs de file parmi les pays (Autriche, Croatie, Finlande, France, Italie, Norvège, Pays-Bas, Suède et Suisse) et 7 parmi les organisations intergouvernementales (CEN, CEMT, OACI, OMI, OCDE, CEE et OMS).

46. L'annexe 3 au présent rapport fait apparaître que pour la plupart des éléments de programme bénéficiant d'un chef de file, des activités concrètes et essentielles ont été entreprises, faisant intervenir souvent d'autres pays et organisations, ce qui témoigne du rôle capital joué par les chefs de file pour la bonne exécution du Programme commun d'action à l'échelle internationale. Afin de faire mieux ressortir ce phénomène, l'annexe 4 donne trois exemples d'activités précises menées (avec succès) par les chefs de file: éléments I.(k) et IV.(a) (Autriche), III.(h) (Finlande) et V.(d) (Pays-Bas). D'autres exemples, correspondant notamment à l'action des organisations intergouvernementales, viendraient étayer cet argument.

47. En termes plus concrets et si l'on se plonge dans le détail des différents chapitres du Programme, on peut faire une évaluation préliminaire de l'exécution du Programme d'action commun à l'échelle internationale (on trouvera une information plus détaillée sur les divers éléments de programme exécutés à l'échelle internationale dans les rapports de la Réunion commune sur les transports et l'environnement et de ses groupes spéciaux d'experts).

Chapitre I: Vers des transports durables

48. La plupart des activités qui concernent des objectifs et des stratégies généraux et le partage de pratiques optimales, paraissent être convenablement menées par les chefs de file et par d'autres pays et organisations internationales; en revanche, la plupart des activités relatives à

l'assistance aux pays en transition [(h), (i) et (j)] ainsi qu'à la recherche internationale (g) ne semblent pas avoir suscité beaucoup d'intérêt malgré leur importance évidente dans un contexte paneuropéen.

Chapitre II: Favoriser les véhicules et les carburants moins polluants

49. Un travail considérable a été fait, notamment par les organisations internationales, dont la CEE, au titre des éléments de programme (a) à (i) concernant le renforcement des normes sur les émissions, l'utilisation et le contrôle de véhicules routiers et de bateaux propres et la consommation de carburants propres. En revanche, peu d'activités, voire aucune activité ont été signalées pour les éléments (j) à (n) qui concernent essentiellement l'élaboration de règles internationales limitant l'utilisation de véhicules très polluants et l'aide aux pays en transition pour dresser des programmes de contrôle des véhicules. En outre, les pays en transition ne semblent avoir reçu aucune aide pour mettre en place des mécanismes économiques et/ou administratifs propres à assurer le respect de normes et de procédures internationales.

Chapitre III: Promouvoir des systèmes de transport efficaces et écologiquement viables

50. Les chefs de file et d'autres pays et organisations internationales se sont attachés à exécuter le chapitre III du Programme commun. Des travaux particulièrement importants paraissent avoir été exécutés au titre de l'élément (h) pour intégrer l'évaluation stratégique de l'impact sur l'environnement dans les processus nationaux et internationaux de planification des transports (voir l'annexe 4 pour les activités menées dans ce domaine par la Finlande).

Chapitre IV: Protection des zones sensibles

51. L'Autriche et l'Italie étaient chefs de file pour tous les éléments de ce chapitre. Ces deux pays ont effectué un travail considérable sous forme d'études et d'organisation de conférences internationales, en vue d'exécuter en particulier les éléments (a) et (f), et ils semblent avoir touché aussi les autres éléments du chapitre (voir l'annexe 4 pour les activités menées par l'Autriche).

Chapitre V: Promouvoir des transports urbains écologiquement viables

52. Des travaux particulièrement importants ont été menés à l'échelle internationale par la CEMT qui, en tant que chef de file pour l'élément (a), a organisé plusieurs séminaires sur l'élaboration de principes directeurs visant à intégrer l'utilisation foncière et la planification des transports. Des travaux considérables ont été menés aussi au titre de l'élément (d), relatif à la marche et au cyclisme (voir l'annexe 4 pour les activités des Pays-Bas).

Chapitre VI: Renforcer la sécurité du transport des marchandises dangereuses

53. Outre les activités traditionnelles et régulières de la CEE dans ce domaine, on peut citer la formation d'experts et l'application des normes et des règles nationales et internationales gouvernant le transport des marchandises dangereuses.

Chapitre VII: Limiter les incidences des aéronefs et des bateaux sur l'environnement

54. Beaucoup des activités éminemment concrètes et spécifiques prévues dans ce chapitre du Programme commun d'action ont été exécutées ou sont en voie d'exécution, soit par des organisations internationales comme l'OACI, l'OMI, la CEE ou la Communauté européenne, soit avec leur concours.

55. D'une manière générale, il semble que malgré un certain nombre de lacunes évidentes dans l'exécution du Programme commun d'action à l'échelle internationale au cours de la période considérée (1997-2002), des progrès ont été faits notamment dans les domaines dont se sont occupés les chefs de file, gouvernements ou organisations internationales. Toutefois, comme pour les éléments nationaux du Programme, il semble que l'on ne se soit pas occupé convenablement, à l'échelle internationale, des besoins particuliers des pays en transition.

C. RATIONALISATION DU PROGRAMME COMMUN D'ACTION ET TRAVAUX FUTURS

56. Ainsi qu'il a été dit précédemment, avec l'approbation de l'examen à mi-parcours du Programme d'action commun et avec les décisions, concernant la rationalisation des mécanismes institutionnels internationaux dans le cadre des processus de suivi de Londres et de Vienne et l'ordre de priorité des travaux, qui seront prises par la deuxième Réunion de haut niveau sur les transports, l'environnement et la santé (Genève, 5 juillet 2002), les activités menées aux échelons national et international au titre du Programme commun et de la Charte de Londres seront regroupées en un seul programme nouveau: le Programme paneuropéen sur les transports, l'environnement et la santé.

57. En conséquence, à compter de juillet 2002, les sept chapitres du Programme et leurs nombreux éléments seront rationalisés et il ne subsistera que quatre domaines de travail prioritaires à l'échelle paneuropéenne (voir par. 13).

58. Le Programme paneuropéen, doté de nouveaux mécanismes institutionnels, demeurera un cadre et un dispositif pour la mise en œuvre de l'ensemble des éléments, nationaux et internationaux, de l'ancien Programme commun. Toutes les activités et tous les éléments de ce dernier seront recentrés et réorientés en fonction de quelques domaines prioritaires soigneusement choisis, dans lesquels l'action de la communauté internationale pourrait avoir un impact réel. Toutefois, les chefs de file et les autres intervenants souhaiteront peut-être conserver leurs éléments de programme respectifs, nationaux ou internationaux, pour autant qu'ils répondent à des besoins précis et/ou qu'ils soient conformes aux mandats fixés. Cela vaut pour les gouvernements aussi bien que pour les organisations internationales.

59. Le nouveau Comité directeur qui sera créé dans le cadre du Programme paneuropéen sera un organe dans lequel les activités «non prioritaires» du Programme commun d'action non reprises dans le Programme paneuropéen pourront faire l'objet d'un rapport et être recensées; il permettra un échange de vues sur l'exécution de ces activités, à l'échelle internationale comme à l'échelon national. Toute tentative pour maintenir ou créer des organes distincts chargés de coordonner et de superviser ces activités complémentaires «non prioritaires» serait contraire aux aspirations des gouvernements de la CEE, désireux de rationaliser les mécanismes institutionnels en place.

60. Le même argument s'applique au rôle et aux fonctions des organes nationaux de liaison créés en vertu du Programme commun. Étant donné leur importance dans les États membres de la CEE pour assurer un bon échange d'informations entre les pays et entre les échelons national et international, ces organes devront aménager leur rôle et leur fonction pour s'adapter, à compter de juillet 2002, au volet santé qui vient d'être ajouté au Programme.

61. Avec la création du nouveau Comité directeur dans le cadre du Programme paneuropéen, la Réunion commune sur les transports et l'environnement cessera d'exister. La participation aux travaux du Comité directeur ne sera donc plus limitée aux membres des bureaux du Comité des transports intérieurs et du Comité des politiques de l'environnement de la CEE et aux autres représentants dont le choix était fixé par le Programme commun (ECE/RCTE/CONF./3/FINAL). Les participants seront délégués par les États membres de la CEE et les États membres européens de l'OMS, conformément au mandat du Comité directeur, et ils représenteront sur un pied d'égalité les secteurs des transports, de l'environnement et de la santé.

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. <u>Towards Sustainable Transport</u>			
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 Czech Republic Denmark Finland France Georgia	(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). (i) Harmonization of modal measures (2001). (ii) Internalization of external costs (2001). (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 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). 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. 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)	<p>- establishment of national targets for the environmental impact of transport, based on international conventions and other legally binding documents;</p> <p>- 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;</p> <p>- 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.</p>	<p>Germany</p> <p>Hungary</p> <p>Italy</p> <p>Netherlands</p> <p>Norway</p> <p>Poland</p> <p>Romania</p> <p>Russian Federation</p>	<p>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.</p> <p>Strategic environmental assessment of the Danube Corridor with a view to developing sustainable transport policies and measures (2001).</p> <p>Implementation of “car free days” based on incentives and voluntary measures taken by municipalities.</p> <p>Study on marginal social costs in transport covering road pricing, charges for emissions in air and water transport, etc. (2000).</p> <p>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.</p> <p>Preparation of sustainable transport policies (2000-2015) and establishment of an inventory and monitoring mechanism for transport emissions.</p> <p>Development of national strategies to encourage modal shift towards less polluting vehicles, incl. establishment of national targets and use of information campaigns.</p> <p>(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.</p> <p>(ii) Development of a programme on reduction of emissions of motor fleet (2001).</p>

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.).	<p>Switzerland</p> <p>France</p> <p>Denmark</p> <p>Norway</p> <p>Sweden</p>	<p>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.</p> <p>Preparation of a pilot study on marginal cost charging schemes in transport (2001).</p> <p>Introduction of ownership tax on passenger cars based on vehicle fuel efficiency. Preparation on a revision of the Danish taxation of vehicles.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Introduction of a mileage-related heavy motor vehicle tax for vehicles above 3.5 tonnes replacing the previous flat rate tax system (2001).</p>

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	Implementation of ECO-tests (exhaust emissions from motor vehicles) through technical inspections as of April 2000.
		Norway	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	Implementation of a national plan to reduce greenhouse gas emissions from transport, covering fuels, vehicle fleet, public transport and modal shift (2002-2012).
		Norway	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.
		Poland	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 France Georgia Germany Hungary Netherlands Norway	Implementation of ECO-tests (exhaust emissions from motor vehicles) through technical inspections as of April 2000. 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. Development of a long-term programme to establish an environmentally sound motor vehicle fleet, incl. improvements in fuel quality standards (2000-2005). 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. 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. Preparation and implementation of new maximum noise emission standards and preparation of demonstration projects on new silent technology products for rail transport (2002). 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 Hungary Norway Romania Russian Federation The former Yugoslav Republic of Macedonia	Implementation of periodical technical inspection of motor vehicles (1998). 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. See I.(b). Adoption and implementation of the UNECE Agreement concerning the Adoption of Uniform Conditions for Periodical Inspections of Wheeled Vehicles ... (1997). 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 Georgia Hungary Kazakhstan Poland	Research on introduction of cleaner fuels, including the phasing out of leaded petrol. Development of strategies to phase out leaded fuels, including awareness raising (1998-200). As of 1999, sale of leaded fuel is forbidden. Development of national requirements for the introduction of lead-free petrol. 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 Norway	Development of a strategy to reduce ethylized petrol consumption in road transport. 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 Hungary Netherlands Norway The former Yugoslav Republic of Macedonia	Research on introduction of cleaner fuels, including the phasing out of leaded petrol. Research on technical and economic possibilities for the introduction of city buses fuelled by compressed natural gas (CNG) (2000). Preparation and implementation of new maximum noise emission standards and preparation of demonstration projects on new silent technology products for rail transport (2002). 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). 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. <u>Promoting Efficient and Sustainable Transport Systems</u>			
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 Netherlands Norway Russian Federation	EIA is obligatory for new transport infrastructure constructions. Report on Environmental Impact Assessment. Norway complies with existing EU-directives in this field. 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 Russian Federation The former Yugoslav Republic of Macedonia	Application of Strategic Environmental Impact Assessment (SEA) for transport corridor V in the country. Establishment of a methodological base for Strategic Environmental Impact Assessment (SEA). 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 Netherlands	(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.). 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 part 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. <u>Protection of Sensitive Areas</u>			
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. <u>Promoting Sustainable Urban Transport</u>			
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, <u>inter alia</u> through land use planning and policies.	Finland France Norway	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). Development of a national bill on solidarity and urban renewal providing sustainable policies for town-planning. 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 Norway Russian Federation Sweden	Establishment of guidelines for urban areas on the regulations to limit the circulation of high- emission vehicles (2005). (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. Implementation of projects to reduce environmental and health impact in some major cities. Introduction of environmentally restricted access zones in major cities for diesel-powered lorries (2001).
Chapter VI. <u>Promoting Safe Transport of Dangerous Goods</u>			
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 Romania	Development and maintenance of a road vehicle fleet complying with security and environmental concerns using road side controls and driver training programmes. 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. <u>Limiting the Environmental Impact of Aircraft and Ships</u>			
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	
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

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 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

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	<p>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)</p> <p>ECMT: Ministerial statement on sustainable transport policies (Prague May 2000).</p> <p>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.</p> <p>United Nations: Committee for Sustainable Development (CSD): Session on Sustainable Transport.</p> <p>Austria</p> <p>France</p> <p>Switzerland: Colloquium on sustainable transport for the Alpine region (Chambéry, 20-21.1.2000).</p> <p>Sweden: Report: Instruments for sustainable transport in Europe (1999).</p> <p>IRU: Development of a guide on sustainable development in road transport.</p>	

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) (cont'd)						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 (Copenhagen, 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	<p>Austria:</p> <ul style="list-style-type: none"> (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. 	<p>European Community:</p> <p>Intention to organize workshop on best practices in transport and environment.</p> <p>UNECE:</p> <ul style="list-style-type: none"> (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). <p>REC:</p> <p>Public transport promotion project.</p>
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	<p>UNECE :</p> <ul style="list-style-type: none"> (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). 	<p>European Community:</p> <p>Auto Oil II Programme and Environmentally Enhanced Vehicles.</p> <p>United Nations:</p> <p>Committee on Sustainable Development: Global Initiative on transport emissions (GITE) designed to promote private sector involvement.</p>

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)						<p>(iv) Following the Ministerial Conference (Tokyo, January 2002), work started on regulatory objectives for Environmentally Friendly Vehicles (EFV).</p> <p>(v) UNECE Regulations 67 and 110 have regulated the construction and approval of gas fuelled vehicles.</p> <p>(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).</p> <p>(vii) Adoption of Rule No. 1 to the Agreement on Uniform Conditions for Periodic Inspection of Wheeled Vehicles: Exhaust emissions and noise prescriptions.</p> <p>CEN: Current work in CEN/TC 19 (petroleum products); TC 264 (air quality); TC256 (railways); TC 15 (inland navigation vessels).</p>	<p>ECMT: (i) Development of a car fuel consumption monitoring system. (ii) Workshop with EEA on Improving Fuel Efficiency in Road Freight Transport (1999).</p>
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	<p>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.</p>	

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)							<p>(ii) Decision 1999/94/EC establishing a scheme to monitor the average specific emissions of CO2 from new passenger cars.</p> <p>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.</p>
II. (c)	Establish, if and where appropriate, European legislation to curb noise emissions from aircraft;		2.3	2.0	2.2		<p>European Community: Commission Communication on Air Transport and Environment (12.1999).</p> <p>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).</p>

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		<p>UNECE:</p> <p>(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.</p> <p>(ii) Adoption of new Chapter 18 to Resolution No. 17/Rev. on technical requirements for prevention of pollution from vessels.</p> <p>(iii) New permanent work item on prevention of pollution from inland navigation vessels (SC.3).</p> <p>(iv) Gothenburg Protocol under CLRTAP, sets emission standards and fuel quality standards, incl. For off-road vehicles (1999).</p> <p>European Community:</p> <p>(i) EC legislation (Directive 97/68/EC and new amendment on small non-road mobile machinery.</p> <p>(ii) Directive 94/25/EC on emissions of leisure boats and new amendment to this Directive).</p>
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		<p>European Community:</p> <p>EU voluntary agreements with ACEA, JAMA and KAMA (similar agreements requested with aircraft industry).</p>

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		<p>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).</p> <p>European Community: Amending Directive 98/70/EC on fuels (low sulphur fuels).</p> <p>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.</p> <p>UNEP</p> <p>OECD: Reports on phasing out of gasoline and on older gasoline vehicles (2000).</p> <p>REC: Sofia Initiative on local air quality/phase-out of leaded petrol.</p>

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	<p>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).</p>	<p>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).</p>
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	<p>ECMT: Report: Cleaner cars- Fleet renewal and scrappage schemes-Guide to good practice.</p>	<p>European Community: EC Directive 2000/53/EC on end-of-life vehicles.</p>
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		<p>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.</p>

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		<p>European Community: Initiatives on short sea shipping, inter-modal transport and revitalization of rail traffic.</p> <p>ECMT: (i) Report on current state of combined transport in Europe (Copenhagen Council, 1998). (ii) Seminar “The Inland Waterway of Tomorrow on the European Continent (Paris, 30.01.2002) (iii) Report on Modal shift submitted to Ministers in May 2002.</p> <p>UNECE: Plan of Action on Implementation of the Decisions of the Pan-European Conference on Inland Waterway Transport (Rotterdam, 5 and 6 September 2002).</p>
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		<p>ECMT OECD: ECMT/OECD project on urban sustainable travel, including workshop (1999).</p> <p>European Community: (i) Green Paper on Citizens Network. (ii) Green Paper on Clean Urban Traffic (see II (b)).</p>

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)	<ul style="list-style-type: none"> - wider use of environmentally sound and user-friendly public transport vehicles; - wider use of demand oriented, flexible public transport system; 						<p>CEN: Workshop on intermodal and interoperable transport in Europe- Part 1: Freight transport (1999).</p> <p>REC: Public transport promotion project – Sustainable mobility scheme.</p>
III. (d)	<p>Develop and implement programmes to build up an efficient European rail freight network by improving and promoting the:</p> <ul style="list-style-type: none"> - 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, Switzerland	1.6	1.4	1.5	<p>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).</p>	<p>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.</p> <p>ECMT: Draft Resolution on development of European railways submitted to Ministers in May 2002.</p>

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, Switzerland	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, Switzerland	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 Switzerland	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	<p>ECMT:</p> <ul style="list-style-type: none"> (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. <p>Final report on implementing sustainable urban travel policies (2002)</p> <p>Key messages for governments (2002)</p> <p>Peer review of the Netherlands (2001)</p>	<p>UNECE:</p> <ul style="list-style-type: none"> - 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. <p>European Community:</p> <p>Establishment of a network of cities for exchange of experience and best practice.</p> <p>REC:</p> <p>Public transport promotion project (Sofia EIA/SEA Initiative).</p>
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		<p>European Community:</p> <p>Car of tomorrow project.</p> <p>EU Directive 1999/96/EC defines EEV (Enhanced Environmentally Friendly heavy-duty vehicles).</p> <p>UNECE:</p> <p>ECE Regulation No. 49, 03 series of amendments takes over the EEV definition and emission limits.</p> <p>Following the Ministerial Conference (Tokyo, January 2002), work starts on setting regulatory objectives for EFV (Environmentally Friendly Vehicles).</p>

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;	Netherlands	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;	Switzerland	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 the 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/Fertő-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/Fertő-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.
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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.
