European Union
Environmental Legislation

Existing and Proposed Legislation and the
Potential Impacts on Public Transport
# Introduction

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European environmental legislation has developed considerably during the last decade. Public Transport is affected directly or indirectly by legislation on sustainable transport, emissions, alternative fuels, noise, environmental impact assessment or corporate responsibility. On the one hand, good opportunities arise to promote public transport as an environmentally friendly mode of transport with high energy efficiency, low pollution, low accident rates and low space consumption compared to the private car. Initiatives like the Sixth Environment Action Programme and the closely connected Thematic Strategy for the Urban Environment, which target not only technological improvements but also policies to achieve sustainable mobility in urban areas, are very promising. On the other hand, there are many challenges for the sector to meet environmental requirements, e.g. low emission standards laid down by European legislation.

This is, however, absolutely necessary to conserve the image of public transport as a "green" mode of transport.

This brochure provides an overview of existing and proposed European legislation concerning environmental issues with relevance for public transport. It does not aim to be complete but rather focuses on the most recent relevant legislation.

April 2005,

Ulrich Weber, EuroTeam Expert
Isabelle Dochy

The Sixth Environment Action Programme is aimed at promoting the integration of environmental concerns into all Community policies. It is also intended to contribute to the achievement of sustainable development throughout the enlarged European Union.

The following seven Thematic Strategies are defined: “soil protection; protection and conservation of the marine environment; sustainable use of pesticides; air pollution; sustainable use and management of resources; waste recycling and urban environment”.

For each Thematic Strategy, a common approach is applied. In the first stage, an assessment of the environmental area covered by the Thematic Strategy is made. This includes the participation of stakeholders actively involved in the issue. During the second stage, targets are established, coupled with a set of proposals to achieve these objectives as well as timetables.

The EU environmental policymaking is guided by principles inscribed in the Treaty such as the ‘polluter-pays’, preventative action, and that pollution should be rectified at source. In addition, the Sixth Environment Action Programme develops the ‘substitution’ approach (encouraging the substitution of dangerous by less dangerous substances) and the reversal of the burden of proof approach (making producers responsible to prove that any hazardous substance they currently use and any that they create or plan to use does not present risks for environment or human health).

This Programme provides an overall frame and gives a strategic direction for all environmental policy in the EU. There are several specific references to transport, but many of the policy elements will also affect other sectors.

Reducing greenhouse gas emissions in the transport sector is defined as one priority theme.

Actions in the aviation sector, the switch to cleaner and more sustainable modes of transport, the development of alternative fuels supported by fiscal instruments, the reflection of real environmental costs in the price of transport as well as the decoupling of economic growth from transport demand are the main EU guidelines in the transport field to tackle climate change.
These actions should be compatible with and contribute to the improvement of air quality and noise reduction.

Mentioning the Thematic Strategy on Urban Environment, the Sixth Environment Action Programme underlines the need for an increased share in public transport, rail, inland, waterways, the need to promote the use of low emission vehicles in public transport and the reduction of the link between economic growth and passenger transport demand. To measure those actions, the consideration of urban environment indicators is proposed.

Potential impacts on public transport

Authorities and public transport undertakings must consider how to achieve the mentioned actions and objectives. They should promote a shift to public transport and other environmentally friendly modes of transport. The purchase and operation of low emission and low energy consumption vehicles as well as those powered with alternative fuels should be considered. Concerning noise, authorities and public transport undertakings should consider implementing new technologies, for instance: road surfacing, barriers and quieter engines. Possible related extra costs should be taken into consideration.

Reference:
In February 2004, the European Commission presented its Communication on the development of a Thematic Strategy on the Urban Environment (TSUE), as part of the Sixth Community Environment Action Programme. The TSUE aims at establishing a framework to contribute to the better management of the urban environment and to the widespread adoption of best practices in order to solve the environmental problems in Europe’s towns and cities.

The TSUE focuses on urban environment while taking into consideration the links with economic and social issues.

Setting four priority themes (sustainable urban management, sustainable urban transport, sustainable construction and sustainable urban design), the TSUE presents the actions undertaken so far at the European level and further proposals to tackle the identified challenges in urban areas.

The TSUE considers that traffic in urban areas has significant impacts on the environment, the economy, the health of urban inhabitants and the quality of life in towns and cities. To fight against the predicted increase in traffic and congestion in urban areas, the TSUE proposes that cities with more than 100,000 inhabitants should prepare, adopt and implement a sustainable urban transport plan (SUTP) including short, medium and long-term targets.

Aimed at creating a more environmentally efficient transport system, this sustainable urban transport plan will cover all modes of transport and will attempt to change the modal split in favour of more efficient transport modes such as public transport, biking and walking.

Sustainable urban transport plans should also include the integration of transport and land use planning, the setting of targets (decided at local level), and should monitor and publish progress.

Specific objectives of the sustainable urban transport plan should be agreed at local level in accordance with local circumstances and in consultation with citizens, economic actors and other relevant stakeholders.

The sustainable urban transport plan would help cities in the European Union to meet the requirements of the Directives on air quality and noise assessment and management and would contribute
to meeting the Kyoto agreement targets.

The European Commission’s Environment DG appointed an expert group for each of the priority themes. The expert group on sustainable urban transport plans, in which UITP-EuroTeam representative took part, completed its final report at the end of 2004.

**UITP-EuroTeam** called on the European Commission to include in SUTPs clear targets for modal shift from individual transport to more sustainable transport modes such as public transport, biking and walking.

UITP-EuroTeam proposed further that SUTPs should be developed already for cities with more than 50,000 inhabitants and that indicators, such as those developed in the UITP Mobility in Cities Database, should be integrated into SUTPs to identify good and bad practices and to be able to measure sustainable urban transport in European cities.

On the basis of the results of all expert groups and further consultation, the European Commission has announced subsequent action during the year 2005. This could be an EU Directive on sustainable urban transport plans.

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**Potential impacts on public transport**

The Thematic Strategy for the Urban Environment offers a great strategic opportunity to promote public transport. It will have to play a crucial role in sustainable urban transport plans but will also be faced with challenges to further improve its attractiveness (service orientation, clean vehicles, etc...) to meet the expectations and the foreseen role of the sector.

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**References:**

The Thematic Strategy on the Urban Environment, COM (2004) 60 final:

The Final Report of the Expert Working Group on sustainable urban transport plans:
In 2001, the Gothenburg European Council adopted the EU Sustainable Development Strategy (SDS).

The fifteen Member States committed themselves to adopt “economic, environmental and social policies and actions that meet the needs of the present generation without compromising the ability of future generations to meet their needs”.

The worsening of unsustainable trends, Europe’s stagnant economic situation coupled with new competitive pressures, security threats, natural crises and enlargement of the European Union have led the European Commission to review the SDS. Communication on the 2005 review of the EU SDS, COM (2005) 37 final, provides an initial assessment of the process initiated in 2001 and outlines a number of future orientations.

The Communication from the European Commission highlights the policy initiatives in land use and transport aimed at limiting negative effects of the growth in transport. Through its legislation, the European Union is encouraging shifts from road transport to modes with lower environmental impacts such as cleaner buses, shipping and rail. In order to influence transport demand, the Commission has proposed that the price paid by transport users reflects the full costs to society (e.g. the ‘Eurovignette’ Directive). Legislation has been proposed in vehicle and fuel technology.

Through the EU Structural Funds Programme ‘Urban II’, actions are being pursued to improve land use management and urban environment. This theme will also be covered by the Thematic Strategy on the Urban Environment.

The revised Sustainable Development Strategy will strengthen the co-operation between all stakeholders (public and private) at all levels in order to curb the worsening of unsustainable trends.

The Commission will develop sustainable development indicators to monitor the progress achieved in the framework of new headline objectives defined for each of the identified unsustainable trends.

After an ongoing public consultation, the European Commission intends to present a further communication on the review of the Sustainable Development Strategy to the European Parliament and Council later in 2005.
**UITP** is addressing the highly complex challenges of sustainable mobility with an advocacy programme, conferences and other activities. In March 2003, UITP issued a brochure entitled ‘Ticket for the Future. Three stops to sustainable mobility’’. In this brochure, UITP underlines the important role of public transport to achieve sustainable mobility in terms of society, environment and economy. With the UITP Charter on Sustainable Development, UITP and its members are committing themselves to give sustainable orientations to all their activities.

With its brochure entitled “Towards Sustainable Urban Transport”, **UITP’s European Union Committee** called on the European Union, Member States, regional and local governments for more investment in public transport to solve urban transport problems and to move towards a sustainable mobility.

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**References:**


UITP Sustainable Development section: http://www.uitp.com/Project/susdev_intro.cfm


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**Potential impacts on public transport**

The review of the EU Sustainable Development Strategy will bring further opportunities to promote public transport as a sustainable mode of transport.

The Environmental Technologies Action Plan (ETAP) aims at improving the development and wider use of environmental technologies. It is a means to implement the EU Sustainable Development Strategy and to meet the Lisbon Strategy requirements by pushing for environmental technologies while contributing to competitiveness and growth.

Environmental technologies are intended to manage pollution, less polluting and less resource-intensive products and services, and ways to manage resources more efficiently.

ETAP is promoting environmental technologies in all sectors by stimulating research focused on environmental innovation and pressing for the integration of these technologies into the market.

The improvement of the access to market covers actions such as the creation of fiscal incentives, the removal of economic barriers as well as the stimulation of green public procurement.

ETAP is also promoting environmental technologies at the global stage.

To implement ETAP, a high-level working group has been set up. It gathers Member States representatives and is chaired by the European Commission.


Potential impacts on public transport

New environmental technologies will have impacts on green fuels and vehicles and infrastructure technologies. There might be economic benefits for public transport through less resource-intensive products and services as well as possible extra-costs.

References:


**Transport Emissions**

**The Kyoto Protocol**

*In December 1997, governments negotiated the United Nations framework Convention on Climate Change, the so-called Kyoto Protocol, to introduce binding limitations on greenhouse gases.*

The Kyoto Protocol sets targets for greenhouse gas emission reductions from industrialised countries as well as a greenhouse gas emission-trading programme.

*Under the Kyoto Protocol, industrialised signatory countries have to reduce their greenhouse gas emissions by 5.2% average below the 1990 level during the first commitment period (2008-2012).*

The European Union and its then 15 Member States ratified the Kyoto Protocol on 31 May 2002. Under the Kyoto Protocol, the EU committed itself to reach an 8% greenhouse gas reduction target during the first commitment period. A burden-sharing agreement between the Member States sets an individual target for each of the fifteen EU countries. Among the ten new EU countries, eight of them have a greenhouse gas reduction target. Only Cyprus and Malta have not been allocated targets: they are not included in Kyoto Protocol Annex 1, which lists industrialised countries.

To enter into force, the Kyoto Protocol had to meet two conditions. It had to be ratified by fifty-five countries. These latter must be responsible for at least 55% of CO₂ emissions in 1990. Russia’s ratification on 18 November 2004 allowed the Kyoto Protocol to enter into force on 16 February 2005.

Currently, Australia, Monaco and the United States are the only countries with greenhouse gas emissions targets that have not (yet) ratified the Kyoto Protocol.

*The Kyoto Protocol forms the basis of the European Climate Change Programme, which is the cornerstone of emissions policies. One of the main focuses will be on emissions from transport as the European transport sector is expected to increase its CO₂ emissions by 39% in 2010 (by 1990 levels) and is the sector with the highest growth of greenhouse gas emissions.*

Currently, the European Union is preparing the post-2012 period, a period following the first commitment period, as well as the EU position regarding climate change on the global stage.
In its recent Communication "Winning the Battle Against Global Climate Change" - COM (2005) 35 final -, the European Commission has stressed the need to develop climate friendly technologies in transport infrastructure. The Commission has also proposed to include new sectors, such as air and maritime transport sector, to contribute to greenhouse gas reduction efforts.

Although Heads of state and government agreed to reduce gas emissions from 15 to 30% by 2020 during the 2005 Spring European Council, they were not successful in defining longer term targets.

During the consultation on Action on Climate Change post-2012, UITP alongside with other stakeholders (UIC, CER, EIM and UNIFE) called on the European Union and its Member States to define concrete greenhouse gas reduction targets for the transport sector and to support the development towards sustainable mobility. They should promote modal shift towards less carbon intensive transport modes and should internalise external costs of the different transport modes so that the market reflects the real prices of transport.

Potential impacts on public transport

Most of the emission policies affect public transport. Over the next ten years, there will be a need to respond to these much stricter controls on emissions, e.g. by further reducing congestion, promoting alternative fuels, reducing car use and promoting green vehicle fleets. Demand management will also play a large part in meeting the Kyoto targets.

References:


Launched in June 2000, the European Climate Change Programme is aimed at identifying and developing all the necessary elements of an EU Strategy to implement the Kyoto Protocol. The European Climate Change Programme brings together all the stakeholders to cooperate in the development of common and co-ordinated policies and measures to reduce greenhouse gas emissions.

During the first stage (2000-2001) of the European Climate Change Programme, working groups were set up, including a group dedicated to transport. Each working group reported to the European Commission on their findings on how to reach the 8% greenhouse gas reduction target. Then, the Commission issued an Action Plan outlining the priority actions. The second phase (2002-2003) of the European Climate Change Programme consisted of facilitating and supporting the implementation of identified priorities.

If nothing had been achieved to tackle the greenhouse gas emissions, in 2010, the transport sector would have increased its CO₂ emissions by 39% (from 1990 levels).

The European Climate Change Programme provides a framework for Directives and other proposals regarding transport emissions. Through this Programme, the need to develop a transport policy encouraging environmental responsibility, reducing congestion and emissions and ensuring intermodality and sustainable mobility appeared as evident.

The European Climate Change Programme mentions policy elements covering energy consumption in the transport sector as well as transport policy and infrastructure.

Potential impacts on public transport

Public transport should be promoted, as it is an energy efficient and low-emission mode of transport compared to car traffic.

New technologies and fuels will have impacts on bus technologies and operation. Possible additional costs should also be considered. The European Climate Change Programme calls for fuel-efficient driver behaviour. Public transport undertakings could provide training for bus drivers to reduce fuel consumption.

Reference:
The European Climate Change Programme, COM (2000) 88 final:
Adopted in 2001 by the European Commission, this programme is aimed at tackling air pollution caused by particulate matter and ozone. It sets out other specific objectives such as addressing issues related to acidification, eutrophication, not yet regulated atmospheric pollutants, and hotspots where emissions density is particularly high.

Expected to be presented by the beginning of 2005, CAFE will be designed as a comprehensive, integrated and coherent framework for all air legislation and related policy.

The Clean Air for Europe Programme will lead to a Thematic Strategy dedicated to tackle air pollution, part of the 6th Environment Action Programme. This strategy should involve three elements. First, it will lead to review the implementation of the air quality Directives. Second, it will improve the monitoring of air quality as well as the information to the public. And third, it will update air quality thresholds and national emissions ceilings and develop better systems for gathering information, modelling and forecasting.

The European Commission has planned to present its Thematic Strategy during the first half of 2005.

Potential impacts on public transport

Public transport authorities and undertakings should monitor the development of CAFE, and particularly looking at the effects of CAFE on the implementation of the existing air quality Directives.

References:


DG Environment website on CAFE Programme: http://europa.eu.int/comm/environment/air/cafe/
This Directive is aimed at limiting emissions of acidifying and eutrophying pollutants and ozone precursors.

Each country has been allocated national emissions ceilings for pollutant substances such as sulphur dioxide (SO₂), nitrogen oxides (NOₓ), volatile organic compounds (VOC), and ammonia (NH₃). By 2010, Member States should limit their annual emissions of these substances to not more than the ceilings set out in the Directive annex.

The overall objective consists of protecting the environment and human health against risks of adverse effects from acidification, soil eutrophication and ground-level ozone by establishing national ceilings.

If Member States are successful in meeting these national emission ceilings: the soil eutrophication will be reduced by about 30% compared with the 1990 situation.

Each Member State has to elaborate national programmes setting out policies and measures adopted to reach the 2010 targets and report to the European Commission and the European Environment Agency. The European Commission is expected to report to the European Parliament and the Council on progress achieved on the implementation of national emission ceilings in 2004 and in 2008.

Transport contributes to the emission of a significant proportion of these pollutants. Consideration must focus on how to reduce emissions to assist in meeting the 2010 target (alternative or greener fuels in vehicle fleets, road work, reducing road congestion, etc...).

This Directive had to be transposed by 27 November 2002.

Potential impacts on public transport

The promotion of public transport will contribute to reduce the mentioned emissions. Public transport authorities and undertakings should take into consideration the purchase of green vehicles and sulphur-free fuels.

Reference:
Directive (2001/81/EC) on national emission ceilings for certain atmospheric pollutants:
The European air quality package consists of five Directives: one Framework Directive and four daughter Directives. These have been introduced to control levels of certain pollutants and to monitor their concentration in ambient air. Directive (1996/62/EC) on ambient air quality assessment and management is the Framework Directive.

In order to maintain or improve air quality, this Directive defines the basic principles for assessing air quality in Member States, based on common methods and criteria, and for obtaining adequate information on ambient air quality and ensuring that this is made available to the public, through the use of alert thresholds.

Pollutants targeted by this Directive are sulphur dioxide, nitrogen dioxide, particulate matter and lead, ozone, benzene and carbon monoxide, poly-aromatic hydrocarbons, cadmium, arsenic, nickel and mercury.

For all pollutants, the European Commission needs to propose limit values and alert thresholds for ambient air for adoption by the Council of Ministers.

Member States (or their competent authorities) have to monitor the ambient air by using measurements and modelling techniques.

If the level of a pollutant exceeds the limit value, Member States (or their competent authorities) have to list the agglomerations and zones where air pollution occurs and prepare and implement a plan to reduce pollutant levels. The Framework Directive regulates the kind of information that must be incorporated into plans or programmes designed to improve ambient air quality. They should mention the origins of pollution, the analysis of the situation, details of measures or projects to reduce pollution in the short and long-term perspective. The European Commission has to monitor the implementation of these plans.

If the alert threshold is reached in an agglomeration or in a defined zone, Member States should inform inhabitants through the media and must inform the European Commission of pollution levels recorded and the duration of the pollution episode.

The Directive defines agglomeration as a zone with a population concentration of at least 250,000 inhabitants or a zone of less than 250,000 inhabitants, which for the Member States justifies the need for ambient air quality to be assessed and managed.

A zone is defined as part of a territory delimited by Member States.
Four daughter Directives, which set the numerical limit values for each of the identified pollutants followed the air quality Framework Directive. Their objectives consist of harmonising monitoring strategies, measuring techniques, calibration, and quality assessment methods throughout the European Union.

Potential impacts on public transport
Promoting public transport to achieve modal shift will help to reduce emissions. Public transport authorities and undertakings should contribute to limit air pollutants through the purchase and operation of clean vehicles.

Reference:
http://europa.eu.int/eur-lex/lex/LexUriServ/LexUriServ.do?uri=CELEX:31996L0062:EN:HTML
Transport Emissions

First Air Quality Daughter Directive

Directive (1999/30/EC) relating to limit values for sulphur dioxide, nitrogen dioxide and oxides of nitrogen, particulate matter and lead in ambient air

To maintain ambient air quality or to improve it, the first air quality daughter Directive establishes assessment concentration methods, limit values and threshold alerts related to concentrations of sulphur dioxide, nitrogen dioxide and oxides of nitrogen, particulate matter and lead in the air. It came into force in 1999 and had to be transposed in the Member States by 19 July 2001.

If limit values are exceeded, Member States or their competent authorities have to implement a previously implemented plan or programme aimed at attaining the limit values defined for each pollutant.

If a pollutant concentration in the ambient air reaches the alert threshold, Member States or their competent authorities have to inform the public through the media.

Where an alert threshold is exceeded, the public has to be informed about:

- The date, hour and location of the occurrence of pollutants and the reasons for the occurrence, where known.
- Any forecasts of:
  * Change in concentrations of pollutants (improvement, stabilisation or deterioration), together with the reasons for those changes.
  * The geographical area concerned
  * The duration of the occurrence.
- The type of population potentially sensitive to the occurrence.

- The precautions to be taken by the sensitive population concerned.

**Sulphur dioxide (SO₂)**

Member States or their competent authorities should ensure that concentrations of sulphur dioxide in the ambient air do not exceed the following limit values:

<table>
<thead>
<tr>
<th>Type of limit value</th>
<th>Limit value in ambient air</th>
<th>Date by which limit value is to be met</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hourly limit value for the protection of human health</td>
<td>350 µg/m³, not to be exceeded more than 24 times a calendar year</td>
<td>1 January 2005</td>
</tr>
<tr>
<td>Daily limit value for the protection of human health</td>
<td>125 µg/m³, not to be exceeded more than 3 times a calendar year</td>
<td>1 January 2005</td>
</tr>
<tr>
<td>Annual limit value for the protection of ecosystems</td>
<td>20 µg/m³</td>
<td>19 July 2001</td>
</tr>
</tbody>
</table>
The **alert threshold for sulphur dioxide** is reached where 500 µg/m³ are measured over three consecutive hours at locations representative of air quality over at least 100 km² or an entire zone or agglomeration.

**Limit values for nitrogen dioxide (NO₂), oxides of nitrogen (NOₓ) and alert threshold for nitrogen dioxide**

Member States or their competent authorities should ensure that concentrations of nitrogen dioxide and oxides of nitrogen in the ambient air do not exceed the following limit values:

<table>
<thead>
<tr>
<th>limit value in ambient air</th>
<th>date by which limit value is to be met</th>
</tr>
</thead>
<tbody>
<tr>
<td>hourly limit value for the protection of human health 200 µg/m³ NO₂, not to be exceeded more than 18 times a calendar year</td>
<td>1 January 2010</td>
</tr>
<tr>
<td>annual limit value for the protection of human health 40 µg/m³ NO₂</td>
<td>1 January 2010</td>
</tr>
<tr>
<td>annual limit for the protection of vegetation 30 µg/m³ NOₓ</td>
<td>19 July 2001</td>
</tr>
</tbody>
</table>

The alert **threshold for nitrogen dioxide** is reached where 400 µg/m³ is measured over three consecutive hours at locations representative of air quality over at least 100 km² or an entire zone or agglomeration.

**Limit values for particulate matter (PM₁₀)**

Member States or their competent authorities should ensure that concentrations of particulate matter in ambient air do not exceed the following limit values:

<table>
<thead>
<tr>
<th>limit value in ambient air</th>
<th>date by which limit value is to be met</th>
</tr>
</thead>
<tbody>
<tr>
<td>annual limit value for the protection of human health 0.5 µg/m³</td>
<td>1 January 2005 or by 1 January 2010 in cases of immediate vicinity to specific industrial sources located on sites contaminated by decades of industrial activity. In such cases, the limit value as from January 1, 2005 is 1.0 µg/m³</td>
</tr>
</tbody>
</table>

By 1 January 2010, indicative limit values are targeted:

<table>
<thead>
<tr>
<th>limit value in ambient air</th>
</tr>
</thead>
<tbody>
<tr>
<td>daily limit value for the protection of human health 50 µg/m³ PM₁₀, not to be exceeded more than 35 times a calendar year</td>
</tr>
<tr>
<td>annual limit value for the protection of human health 20 µg/m³ PM₁₀</td>
</tr>
</tbody>
</table>

**Limit values for lead (Pb)**

Member States or their competent authorities should ensure that concentrations of lead in the ambient air do not exceed the following limit values:

<table>
<thead>
<tr>
<th>limit value in ambient air</th>
</tr>
</thead>
<tbody>
<tr>
<td>annual limit value for the protection of human health 0.003 mg/m³</td>
</tr>
</tbody>
</table>

Reference:

The first daughter Directive (1999/30/EC), setting the limit values for sulphur dioxide, nitrogen dioxide and oxides of nitrogen, particulate matter and lead in ambient air:

http://europa.eu.int/eur-lex/lex/LexUriServ/LexUriServ.do?uri=CELEX:31999L0030:EN:HTML
Directive (2000/69/EC) relating to limit values for benzene and carbon monoxide in ambient air

The second air quality daughter Directive sets limit values for concentrations of benzene and carbon monoxide in ambient air. It came into force on 16 November 2000 and had to be transposed in the Member States by 13 December 2002.

For the protection of human health, Member States or their competent authorities should take the necessary measures to ensure that concentrations do no exceed the following limits:

<table>
<thead>
<tr>
<th>limit value in ambient air</th>
<th>date by which limit value is to be met</th>
</tr>
</thead>
<tbody>
<tr>
<td>annual limit value of benzene for the protection of human health</td>
<td>5 µg/m³ of benzene</td>
</tr>
<tr>
<td>daily limit value of carbon monoxide for the protection of human health</td>
<td>10 mg/m³ of carbon monoxide</td>
</tr>
</tbody>
</table>

At the request of a Member State, the European Commission can grant an extension related to benzene for a period of up to five years. The limit value for benzene to be granted during this extension cannot exceed 10 µg/m³. It can apply to countries with site-specific dispersion characteristics or relevant climatic conditions (low wind speed and/or conditions conducive to evaporation), or where the application of measures could lead to severe socio-economic damage.

Reference:
The third air quality daughter Directive distinguishes target values from long-term objectives for concentrations of ozone in the ambient air. It had to be transposed by 9 September 2003.

Target values are defined as fixed levels aimed at avoiding harmful effects on human health and/or the environment as a whole, to be attained where possible over a given period, namely 2010.

| target value for the protection of human health | 120 µg/m³, not to be exceeded on more than 25 days a calendar year averaged over 3 years |
| target value for the protection of vegetation | 18 000 µg/m³·h averaged over 5 years |

| long-term objective by 2020 as benchmark |
| long-term objective for the protection of human health | 120 µg/m³ |
| long-term objective for the protection of vegetation | 6 000 µg/m³·h |

If concentrations of ozone in ambient air exceed these target values, Member States or their competent authorities should implement a plan or programme designed to attain these values.

Long-term objectives are determined to avoid harmful effects on human health and/or the environment as a whole, to be attained where possible over a given period. The year 2020 is defined as a benchmark for reaching these objectives.

Member States or their competent authorities should trigger short-term action plans when there is a risk of exceeding the alert threshold for concentrations of ozone in ambient air (240 µg/m³ on an hourly basis).

When the information threshold is reached (180 µg/m³ on an hourly basis), Member States or their competent authorities should produce updated information (at least on a daily basis) on concentrations in ambient air.

In the case of transboundary pollution, this Directive organises co-operation between Member States. This co-operation takes the form of designing joint plans or action programmes and information sharing.

Reference:

This proposal, introducing the fourth daughter Directive, does not follow the Framework Directive on ambient air quality assessment and management, which foresees to set binding limit values.

Conversely, this proposal foresees mandatory monitoring where concentrations exceed the following thresholds:

<table>
<thead>
<tr>
<th>Pollutant Substance</th>
<th>Threshold</th>
</tr>
</thead>
<tbody>
<tr>
<td>arsenic</td>
<td>6 ng / m³</td>
</tr>
<tr>
<td>cadmium</td>
<td>5 ng / m³</td>
</tr>
<tr>
<td>nickel</td>
<td>20 ng / m³</td>
</tr>
<tr>
<td>BaP</td>
<td>1 ng / m³</td>
</tr>
</tbody>
</table>

Member States or their competent authorities should inform the European Commission and the public of any exceedance of the thresholds, the reasons for this and any measures taken.

Reference:
Proposal for a Directive relating to arsenic, cadmium, mercury, nickel and polycyclic aromatic hydrocarbons in ambient air, COM (2003) 423 final:

This Directive sets polluting limit values from new heavy-duty diesel engines, from new-heavy engines fuelled by natural gas (NG) and liquefied petroleum gas. It had to be transposed by 1 July 2000.

It also introduces the concept of Enhanced Environmentally Friendly Vehicle (EEV). An EEV is a vehicle propelled by an engine which complies with the emission limit values given by this Directive and laid down in the following tables.

<table>
<thead>
<tr>
<th></th>
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<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>CO</td>
<td>4.5</td>
<td>3</td>
<td>2.1</td>
<td>1.5</td>
<td>1.5</td>
<td>1.5</td>
</tr>
<tr>
<td>HC</td>
<td>1.1</td>
<td>0.95</td>
<td>0.66</td>
<td>0.46</td>
<td>0.46</td>
<td>0.25</td>
</tr>
<tr>
<td>NOₓ</td>
<td>8</td>
<td>7.2</td>
<td>5</td>
<td>3.5</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>PM</td>
<td>0.36</td>
<td>0.14</td>
<td>0.1</td>
<td>0.02</td>
<td>0.02</td>
<td>0.02</td>
</tr>
</tbody>
</table>

ESC TEST: Upper Limit Values (in g/kWh) for the four regulated pollutants

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>CO</td>
<td>5.45</td>
<td>4</td>
<td>4</td>
<td>3</td>
</tr>
<tr>
<td>NMHC</td>
<td>0.78</td>
<td>0.55</td>
<td>0.55</td>
<td>0.4</td>
</tr>
<tr>
<td>CH₄</td>
<td>1.6</td>
<td>1.1</td>
<td>1.1</td>
<td>0.65</td>
</tr>
<tr>
<td>NOₓ</td>
<td>5</td>
<td>3.5</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>PM</td>
<td>0.16</td>
<td>0.03</td>
<td>0.03</td>
<td>0.02</td>
</tr>
</tbody>
</table>

ETC TEST: Upper Limit Values (in g/kWh)

Only vehicles and engines that meet the requirements laid down in this Directive can be placed on the market sold and used in the Member States. It also provides a wider framework for the use of tax to promote the use of “Enhanced Environmentally Friendly Vehicles”.

Potential impacts on public transport

Public transport authorities and undertakings have to follow the pollutant limit values laid down in this Directive when purchasing new vehicles.

Reference:

This Directive sets emission standards and defines type-approval procedures for non-road vehicles such as locomotives and large inland waterway vessels. It targets oxides of nitrogen and particles.

The new standards regarding these two pollutants will be applied in two stages. Starting in 2006, the first stage will set standards, which will be adjusted in 2007 by a technical review. The second stage will start in 2010 and become fully effective in 2014. Standards for the second-stage will be ten times more stringent than those in place during the previous stage. Similar requirements will be brought in simultaneously in the United States to harmonise the types of engines produced by the industry worldwide.

Through type-approval procedures, EU Member States or their competent authorities certify that an internal combustion engine type or engine family meets the Directive with regards to its level of gaseous and particulate pollutants.

Concerning inland waterway vessels, this Directive has to be applied only for vessels measuring 20 metres or longer or with a volume of 100 m³ or more. It does not cover small vessels carrying not more than 12 passengers.

Potential impacts on public transport

Public transport authorities and undertakings will have to consider the new standards when purchasing new non-electrically powered rolling stock and waterborne or when replacing the motors of such vehicles.

Reference:

Directive (2004/26/EC) amending Directive (1997/68/EC) relating to measures against the emission of gaseous and particulate pollutants from internal combustion engines to be installed in non-road mobile machinery:

Transport Emissions

Low Temperature Emissions


This Directive broadens the scope of the low temperature tests, introduced by Directive (1970/220/EC) to the previously exempted category of vehicles, namely vehicles designated to carry more than six occupants and vehicles whose maximum mass exceeds 2,500 kg.

This Directive sets appropriate low temperature emission limits and introduces exemptions from the low temperature test for engines running on gas fuel (LPG and NG).

In urban areas, trips can be relatively short and a catalyst can have difficulty achieving its light-off temperature. The major proportions of tailpipe emissions from a vehicle occur during the catalyst warm-up phase. To reduce trip emissions, the time taken to achieve catalyst light off should be reduced.

The low temperature test measures the emissions of carbon monoxide and hydrocarbons and this Directive sets the following limits:

- Mass of carbon monoxide: 15 g/Km and
- Mass of hydrocarbons: 1,8 g/Km.


Reference:


Potential impacts on public transport

This Directive will contribute to the reduction of urban traffic pollution. It will have an impact on the design and construction of new motors and relevant components.
This Directive amends the Auto-Oil Directive (1998/70/EC) aimed at adopting target values to substantially reduce pollutant emissions from motor vehicles after the year 2000.

With this recent Directive, by 1 January 2005, Member States have to ensure that unleaded petrol and diesel fuel with a maximum sulphur content of 10 mg/kg is made available within their national market (ultra-low or zero sulphur fuels). To ensure the introduction and availability of fuels with maximum sulphur content of 10 mg/kg, the use of fiscal incentives should be promoted.

By 1 January 2009, Member States must ensure that unleaded petrol and diesel fuels comply with the environmental specifications, namely limits of contents composing petrol and diesel fuels. Nevertheless, sulphur content should be a maximum of 10 mg/kg.

Ultra-low sulphur fuels are available in more and more Member States, sometimes pushed by the introduction of fuel tax differentials. In some Member States, there have been early voluntary commitments of public transport undertakings to use sulphur-free fuels, e.g.; all members of the German VDV (Verband Deutscher Verkehrsunternehmen) use sulphur-free diesel for their entire bus fleets since 1 January 2003.

Potential impacts on public transport

Public transport undertakings should ensure that such fuels are used in their vehicles as soon as these fuels become widely available, in theory from 30 June 2003, date from which this Directive had to be transposed into Member States.

Reference:

In December 2003, the European Commission proposed the Energy Efficiency Directive aimed at ensuring that EU Member States will save at least one per cent more energy per year, leading to around six per cent annual energy savings in 2012.

The ‘one per cent’ is coming from the average amount of energy distributed or sold to final customers in the previous five years.

These savings will have to be achieved in the following sectors: households, agriculture, commercial and public sectors such as industry and transport (air and maritime transport means are not included in this energy savings proposal).

In order to attain the 1% target, the draft Directive underlined particular contributions to be obtained from the public sectors of Member States, which would need to save at least 1.5% energy a year, through to energy-efficient public procurement.

To help Member States achieve these targets, the draft Directive established a harmonised framework setting out common definitions, tools and methodology and enabling progress to be monitored.

A political agreement on the adoption of the Energy Efficiency Directive is expected later in June 2005.

Reference:
The Directive on the promotion of the use of biofuels or other renewable fuels for transport (Directive 2003/30/EC) and the Directive restructuring the Community framework for the taxation of energy products and electricity (2003/96/EC)


To achieve those objectives, two Directives have been adopted: the Directive on the promotion of the use of biofuels or other renewable fuels for transport (Directive 2003/30/EC) and the Directive restructuring the Community framework for the taxation of energy products and electricity (Directive 2003/90/EC).

To comply with the 'Biofuels Directive', the 25 Member States, by 31 December 2005, should ensure that the minimum proportion of biofuels and other renewable fuels sold on their market is 2%, calculated on the basis of energy content of all petrol and diesel sold for transport purposes. By 2010, the proportion of biofuels and other renewable fuels available must reach a minimum threshold of 5.75% (1.75% blended).

This directive defines "biofuels" as liquid or gaseous fuel for transport produced from biomass (biodegradable fraction of products, waste and residues from agriculture, forestry and related industries as well as the biodegradable fraction of industrial and municipal waste). Applied to the transport sector, biofuels targeted are biodiesel, bioethanol and ETBE (a product of bioethanol).

"Other renewable fuels" are those, other than biofuels, originating from renewable energy sources and used for transport purposes.

Each year, Member States should report to the Commission on measures taken to promote the use of biofuels and renewable fuels. Every two years, the Commission will issue an assessment report on the progress made in the use of biofuels and other renewable fuels.

Member States had to transpose this Directive by 31 December 2004.

UITP-EuroTeam experts took part in a stakeholder "Alternative Fuels Contact Group", which was set up in 2002 by the European Commission. This Contact Group was aimed at advising on technical and economic status and development of alternative fuels, namely: biofuels, natural gas, hydrogen and LPG and issued a report at the end of 2003.

In 2004, the UITP bus committee issued a report on clean fuels for road public transport.
The objective of Directive (2003/96/EC) on ‘energy taxation’ is to determine an overall tax system for the taxation of energy products. Member States are to impose taxation on energy products and endeavour to avoid any increase in their overall tax burden. For different energy products, the possibility of tax reductions or bans has been introduced.

The Directive provides that from 2006, Member States will have the possibility to reduce or ban taxes on renewable energy sources, biofuels, energy products used in rail public transport (including trains, metros, light metros and tramways) trolley buses as well as on electricity used by trolley buses and other electric powered buses.

Regarding diesel fuel for buses, the situation will be as follows after 2006:

Member States will be allowed to introduce a reduced rate of tax for local public transport purposes, under ‘fiscal control’, as long as the level of tax after reduction is not less than the minimum rate of tax.

Member States intending either to increase the reduction (beyond the minimum rate of tax) or to adopt a full exemption will have to ask the Council for approval.

This Directive had to be transposed by 31 December 2003.

The UITP-European Union Committee adopted a position that underlined the difficulties caused by these two Directives to the operators consuming diesel fuel (e.g. in the United Kingdom) benefiting from large rebates.

It proposed to apply the same conditions to diesel fuel for public transport as for biofuels and electricity because the environmental performance of clean diesel technology is sufficiently good that there is no reason to penalise the use of diesel.

Potential impacts on public transport

Public transport authorities and undertakings should lobby Member States to introduce tax reductions or bans on fuels and electricity used for public transport in order to benefit from reduced prices. Regarding diesel fuels, this directive might lead to increased costs for public transport undertakings in some Member States.

References:

The Directive (2003/30/EC) on the promotion of the use of biofuels or other renewable fuels for transport:

The Directive (2003/96/EC) restructuring the Community framework for the taxation of energy products and electricity:

First national reports on the implementation of Directive on the promotion of the use of biofuels or other renewable fuels for transport:

Report of the Alternative Fuels Contact Group:

UITP report ‘Clean Fuels for Road Public Transport’:
http://www.uitp.com/publications/index4.cfm
Directive (2002/49/EC) on the Assessment and Management of Environmental Noise

This Directive is aimed at assessing noise perceived by the public in built-up areas, public parks, quiet areas in an agglomeration or in open country, and near schools, hospitals and other noise-sensitive buildings and areas. It does not apply to noise inside means of transport.

The objective of the Directive is to define a common approach to avoid, prevent or reduce harmful effects on human health due to exposure to environmental noise. This Directive has to be transposed into Member States by 18 July 2005.

By 30 June 2007, Member States or their competent authorities have to issue strategic noise maps for all agglomerations with over 250,000 inhabitants, for all major roads carrying over 6 million vehicles per year, and for all railways carrying more than 60,000 trains a year. Strategic noise maps have to be revised every five years. Member States have to apply noise indicators such as $L_{10n}$ and $L_{night}$ to design strategic noise maps.

By 18 July 2008, the competent authorities of Member States should draw up national action plans to reduce environmental noise in large agglomerations, and on major roads and railways. The action plans have to be revised as soon as a major development occurs affecting the assessed noise situation and at least every five years.

Member States have to provide for the public clear, comprehensive information on strategic noise maps and action plans designed to reduce environmental noise.

No later than 18 July 2009, the European Commission is expected to issue a report assessing the need for further action on environmental noise and proposing, if appropriate, the implementation of strategies to reduce environmental noise emitted by specific sources, in particular outdoor equipment, and means of transport and their infrastructures.

This Directive on the assessment and management of environmental noise will provide a basis for developing Community measures to reduce noise emitted by road and rail vehicles and infrastructure, identified as major sources of noise. To this end, the European Commission is expected to issue proposals no later than 18 July 2006.

Potential impacts on public transport

Public transport authorities and undertakings have to consider how they can meet the requirements set in the national action plans (e.g. new road surfaces, noise prevention measures).

Reference:

Directive (2002/49/EC) on the assessment and management of environmental noise:
The objective of this Directive is to integrate safety requirements with the need to limit noise arising from contact between tyres and road surfaces. It provides new standards for Member States to grant EC type-approval to tyres and had to be transposed on 4 August 2002.

Potential impacts on public transport
Public transport undertakings should consider the impact of these new standards for tyres and their fitting on bus and ancillary vehicle fleets.

Reference:
This Directive, which amends Directive (1985/337/EEC), is seen as one of the European Union’s pieces of environmental legislation.

The Environmental Impact Assessment Directive guarantees that the environmental consequences of projects are identified and assessed before authorisation is given. Member States had to transpose the Directive by 14 March 1999.

Public is consulted and informed on decisions adopted. The development consent procedure is applied when the project decision has already been taken and before authorisation is given.

The Environmental Impact Assessment Directive introduces a difference between projects that have to be submitted to an assessment procedure in every case and those for which Member States or their competent authorities can decide whether projects have to be subject to assessment or not.

Projects that should be assessed include construction of lines for long-distance railway traffic, of motorways and express roads, of new roads of four or more lanes, and the widening of existing roads to four or more lanes. Also included are projects such as the construction of inland waterways and ports for inland waterway traffic, allowing the passage of vessels of over 1,350 tonnes.

Member States can decide whether to submit to environmental assessment projects such as the manufacture and assembly of motor vehicles, of motor-vehicle engines and of railway equipment. Infrastructure projects are also listed: urban development projects, construction of railways, of inter-modal trans-shipment facilities, of inter-modal facilities, of roads and of tramways used for passenger transport (elevated or underground, suspended lines or similar lines).

Potential impacts on public transport

Depending on the transposal of this Directive in the different Member States, public transport authorities and undertakings have to carry out environmental assessments for urban and regional rail projects.

References:

Directive (1997/11/EC) on Environmental Impact Assessment:

Report from the European Commission on the Application and Effectiveness of the Environmental Impact Assessment Directive ‘How successful are the Member States in implementing the EIA Directive?’:
http://europa.eu.int/comm/environment/eia/news.htm
Member States and their competent authorities should conduct strategic environmental assessments on all plans and programmes, which set the framework for future development consent of projects. In the field of transport, this Directive targets plans and programmes for among other things, the construction of motorways, express roads, lines for long-distance railway traffic, inland waterways and ports for inland waterway traffic.

Plans and programmes for urban development projects and the construction of tramways (elevated or underground railways, suspended or similar lines) are also submitted to strategic environmental assessments.

However, competent authorities can assess whether these plans and programmes imply significant environmental effects when applied at local level. Only if they determine that locally there are environmental effects, a strategic environmental assessment has to be conducted.

To carry out a strategic environmental assessment, the Directive sets out the required elements. These include environmental reports (identifying likely significant effects, and the geographical scope of the plan or programme), a consultation (involving the public), a transboundary consultation (where relevant) as well as monitoring aimed at identifying unforeseen negative effects and taking remedial action.

Potential impacts on public transport

Public transport authorities and undertakings responsible for drawing up transport-related plans have to conduct a strategic environmental assessment if they determine that these plans have environmental effects. This might vary from case to case.

Reference:
Directive (2001/42/EC) on the assessment of the effects of certain plans and programmes on the environment:
Directive (2003/35/EC) providing for public participation in respect of the drawing up of certain plans and programmes relating to the environment and amending with regard to public participation and access to justice Directives (1985/337/EEC) and (1996/61/EC)

This Directive was adopted to align Community law with the provisions of the Aarhus Convention on Access to Information, Public Participation and Access to Justice in Environmental Matters.

It is aimed at encouraging public participation in environmental decision-making processes. Member States have to transpose this Directive by 25 June 2005.

Member States should involve the public in the preparation, modification, and review of plans and programmes relating to the environment. This concerns the following fields: waste, batteries and accumulators containing certain dangerous substances, the protection of waters against pollution caused by nitrates from agricultural sources, packaging and packaging waste and air quality assessment and management.

"The public" is defined as referring to natural or legal persons affected or likely to be affected by, or having an interest in, the environmental decision-making process. This includes non-governmental organisations.

This Directive establishes the processes for public involvement in environmental plans and programmes (how the public is informed, the requirement for the public to express comments and opinions before decisions are made, the requirement for public participation to be taken into account in the final decision, public information on the final decision).

By amending Directive (1985/337/EEC) on the assessment of the effects of certain public and private projects on the environment, this Directive promotes public involvement in the environmental impact assessment conducted on particular projects.

This Directive provides that Member States should ensure an access to justice for the public to challenge the substantive or procedural legality of decisions, acts or omissions subject to the public participation provisions laid down in this Directive.

Potential impacts on public transport

The modalities for public participation laid down in this Directive should be considered when drawing up transport plans relating to the environment (to air quality in particular) and when carrying out environmental impact assessments for public transport projects.

Reference:

This Directive aims at establishing a framework of environmental liability whereby environmental damage would be prevented and remedied.

In accordance with the 'polluter-pays' principle, Member States or their competent authorities should ensure that the operator who has faced with an imminent threat of environmental damage or who has caused such a damage must ultimately bear the costs associated with these preventive or remedial measures.

Member States will have to transpose this Directive by 30 April 2007.

If the operator has insufficient financial means or cannot be identified, the competent authorities of Member States must take the preventive or restorative measures themselves.

Environmental damage is defined as damage to protected species, natural habitats, water or land. Operators are defined as private or public persons operating any activity carried out in the course of an economic activity, a business or an undertaking. Transport activities are listed as activities that may threaten the environment or that may provoke environmental damage.

When an imminent threat of environmental damage arises, prevention in this context implies that competent authorities demand operators to take the necessary measures.

Reference:
Corporate Responsibility

**EMAS**

Regulation (761/2001) allowing voluntary participation by organisations in a Community eco-management and audit schemes (EMAS)

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The European Eco-Management and Audit Scheme (EMAS) is a management tool for undertakings to assess, report and improve environmental performance. When it began in 1995, the scheme was restricted to the industrial sector. This 2001 regulation opens EMAS to all economic sectors including public and private services. The regulation entered into force on 22 March 2001.

All public or private organisations operating in the European Union and the European Economic Area (Iceland, Liechtenstein and Norway) can join the EMAS environmental system on a voluntary basis.

This regulation strengthens EMAS by the integration of EN/ISO 14001, by adopting an attractive EMAS logo to signal EMAS registration to the outside world, and by taking greater account of indirect effects (such as those related to financial services or administrative and planning decisions, procurement procedures, choice and composition of services). The involvement of employees in EMAS implementation and the increasing role of environmental statements in improving transparent communication about registered organisations’ environmental performances also contribute to the improvement of EMAS.

For an organisation to be registered under EMAS, it must conduct an environmental review of its activities.

In the light of its review, the organisation has to implement an environmental management system that sets out responsibilities, objectives, means, operational procedures, training needs, monitoring and communication systems. The organisation must then carry out an audit assessing the management system and its compliance with environmental regulatory requirements. The next step consists of issuing a statement on the organisation’s environmental performances including its achievements against environmental objectives and the future steps to be undertaken. The environmental review, management system, audit procedure and statement must be approved by an EMAS competent body and must be publicly available.

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Potential impacts on public transport

As the system is a voluntary one, there is no obligation to work towards accreditation in the EMAS scheme. However, large employers, public transport regulators and undertakings should consider adopting the EMAS environmental management system.

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References:


A Green Paper is a document intended to stimulate debate and launch a process of consultation of governments and stakeholders on a particular topic.

This Green Paper proposes a strategy to strengthen and re-focus product-related environmental policies to promote the development of a market for greener products. These greener products should use fewer resources, have lower impacts and risks to the environment and prevent waste generation already at the conception stage.

To promote greener products, an integrated product policy should stimulate consumer demand through eco-labelling, stimulate green production, and use price mechanisms to develop a green market such as reduced VAT rates on eco-labelled products and the use of state aid within the New Guidelines on State Aid for Environmental Protection.

This Green Paper recognises the need to examine Community public procurement law and its possibilities for giving preference to environmentally-friendly products.


In this Communication, the European Commission recalls the need to integrate environmental consideration into public procurement.

On 31 March 2004, the new public procurement Directive (2004/17/EC) was adopted clarifying how contracting authorities may contribute to the protection of the environment.

References:


This Directive simplifies the legislative package regarding public procurement. The three old Directives covering supplies, services and works are consolidated and recast in one single text. Basic principles of non-discrimination and transparency remain the core of public procurement law. This Directive enables the integration of environmental considerations into public procurement.

This Directive consolidates recent jurisprudence of the Court of Justice, in particular in the ‘Finnish buses’ case.

The Court ruled that the contracting authority must award a contract to the tenderer whose tender is the most economically advantageous. However, it may take environmental criteria into account when deciding which bids to take into consideration provided that those environmental criteria are expressly mentioned in the tender document.

The Directive’s provisions allow companies that do not comply with EU rules in the environmental field (and also in economic and social fields) to be excluded from tendering processes.

Potential impacts on public transport

This important Directive establishes clear procurement rules that have to be followed by public transport authorities and publicly-owned undertakings. In this context, public transport authorities and undertakings should consider adopting more environmentally-friendly products in their activities.

Reference:

European Commission Initiatives on the Procurement of Clean and Energy Efficient Road Vehicles

The European Commission (DG TREN) is expected to propose a Directive on the procurement of clean and energy efficient road vehicles by summer 2005. Public authorities or undertakings may be obliged to procure buses and other vehicles with low energy consumption and low emission levels. Through this Directive, the European Commission intends to create a larger market for such vehicles and therefore facilitate market penetration.

During the consultations, the UITP-EuroTeam reminded the European Commission that local authorities and public undertakings should be free to choose their best strategy on how resources are allocated to obtain a clean fleet. By no means should particular technologies and fuels be pushed at the expense of others. Furthermore, extra costs for changing to clean vehicles and alternative fuels have to be taken into account and should not lead to a counter-productive cut in the public transport service offer provided.

Reference: