

Clean Vehicles

Environment and Health Polis Working Group

Presentation by Silvia Zamboni

Agenzia Trasporti Pubblici

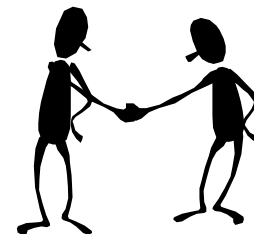
Emilia-Romagna

Bruxelles, 31st May 2006

Emilia-Romagna's experience:

- An analysis of the vehicle fleet composition (2003) according to emission standards
- PM10 Air pollution emergency
- Air Quality Agreements called "Let's free air": obligations and incentives
- Focus on some incentives for:
 - antiparticulate filters installation
 - shift to natural gas and liquid gas
 - bus fleet renewal
- A positive result
- Support to and participation in COMPRO project.

Conclusions and proposals



Vehicle Fleet Composition According To Emission Standards

In 2003 a little less than one third of the car fleet had pre-EU emission and fuel consumption standards.

Car Fleet

Cars	preEuro	Euro I	Euro II	Euro III	Totale
Emilia Romagna	696.348	481.895	777.588	564.144	2.519.975
%	27,6	19,1	30,9	22,4	100,0

In 2003 the commercial vehicle fleet was made up of 90% light delivery vans (less than 3.5 tonnage) and 10% heavy delivery vehicles. Pre-EU emission standards vehicles were 40% of the total van amount, and 90% of the heavy delivery vehicles.

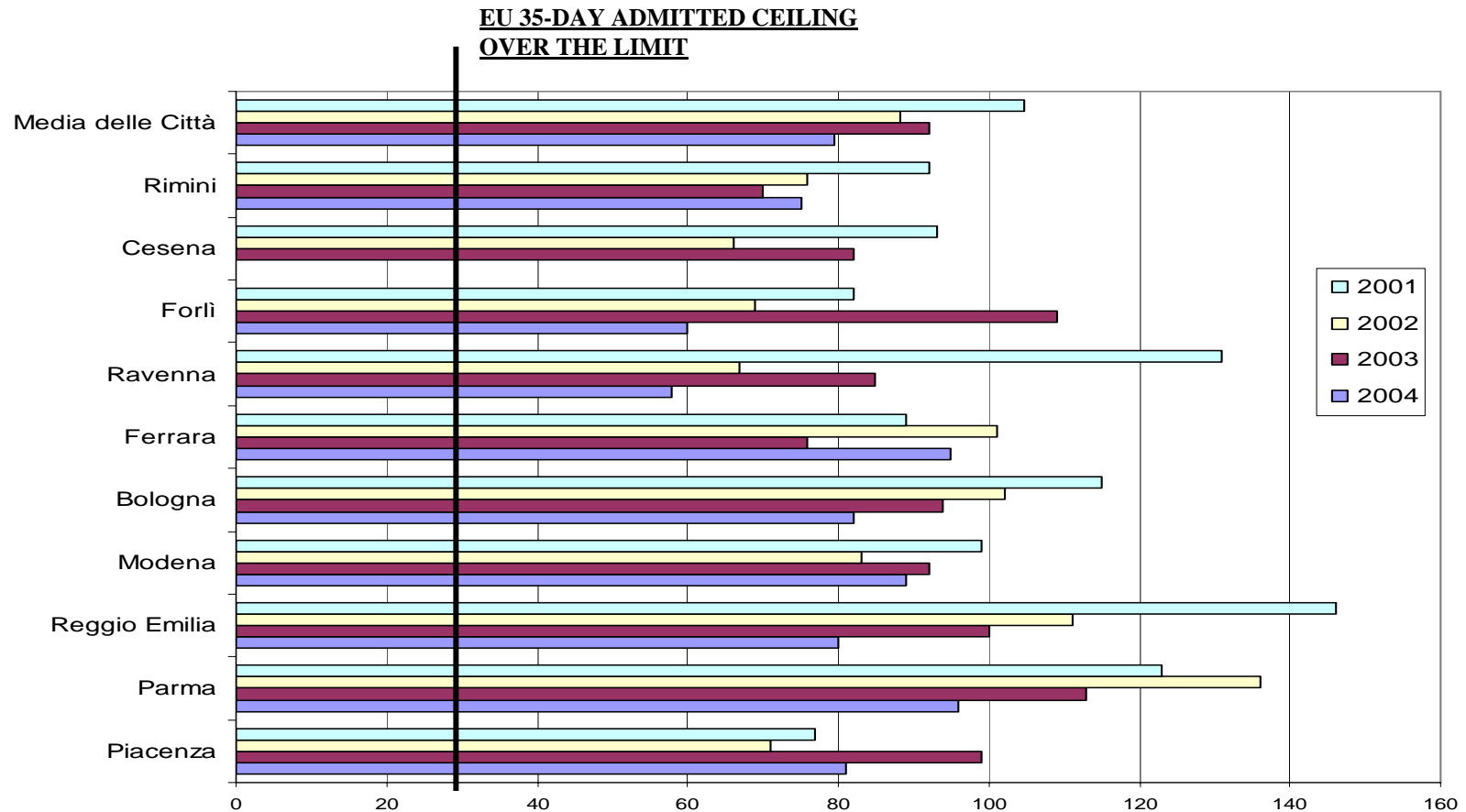
Vans

Vans	Pre-Euro	Euro I	Euro II	Euro III	Totale
Totale	106.921	53.962	53.099	59.920	273.902
%	39,0	19,7	19,4	21,9	100,0
<i>Totale Italia</i>	<i>1.324.234</i>	<i>518.436</i>	<i>532.602</i>	<i>603.615</i>	<i>2.978.887</i>
<i>% Italia</i>	<i>44,4</i>	<i>17,4</i>	<i>17,9</i>	<i>20,3</i>	<i>100,0</i>

Heavy Delivery Vehicles

	Pre-Euro	Euro III	Totale
Totale	62.653	8.597	71.250
%	87,9	12,1	100,0
<i>Totale Italia</i>	<i>819.304</i>	<i>84.443</i>	<i>903.747</i>
<i>% Italia</i>	<i>90,4</i>	<i>9,6</i>	<i>100,0</i>

Daily Concentration Over The EU 50µg/Cubic Metre Limit 2001-2004



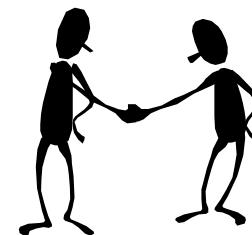
The chart points out that, from 2001 to 2004, in the ten Emilia-Romagna province capitals the Eu annual 35-days ceiling of over 50 micrograms/cube metre particulate (PM10) daily concentration has been largely exceeded.

From 2001 onwards the Emilia-Romagna Regional Government, the 9 Provinces and the main municipalities in the Region, signed air quality agreements, called "Operazione Liberiamo l'Aria" (Let's free air).

They foresaw both obligations and incentives.

Among the obligations on local authorities' side:

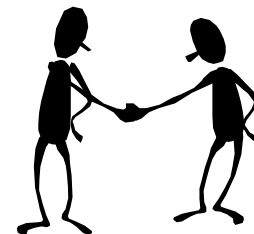
- traffic restriction in cities
- promotion of sustainable urban mobility through local initiatives (the so called ecological Sundays , i.e. without private car circulation at least once every month)
- awareness campaign on traffic air pollution and surveys to monitor citizens' opinions.



Air Quality Programme Agreements *Obligations / An Example*

The 4th 2005-2006 Air Quality Agreement , which has been signed on 3rd October 2005, states that:

- from **20th October 2005 to 31st March 2006** from Mondays to Fridays, from 8.30 a.m. to 12.30 and from 14.30 to 18.30 pre EU emission standards vehicles could not circulate;
- from **January 2006** in case of exceeding of PM 10 concentration limits, in conjunction with unfavourable weather forecast, stricter traffic measures would have been decided.

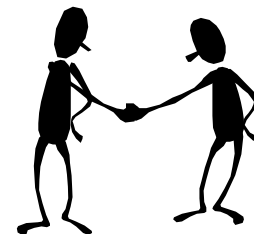


Air Quality Programme Agreements *Incentives / An Example*

Within the Air Quality Programme Agreements Emilia-Romagna's regional Government has committed itself to co-finance local authorities investments and give incentives in favour of urban sustainable mobility.

The more recent agreements for instance, have foreseen **12 Million euro of incentives** by Emilia-Romagna's regional Government, specifically:

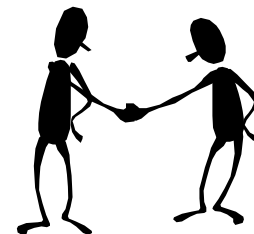
- **7 Million euro** for anti PM 10 filters to be installed on old buses and heavy freight vehicles;
- **5 Million euro** to encourage petrol cars shift to less polluting fuel (such as natural and liquid gas).

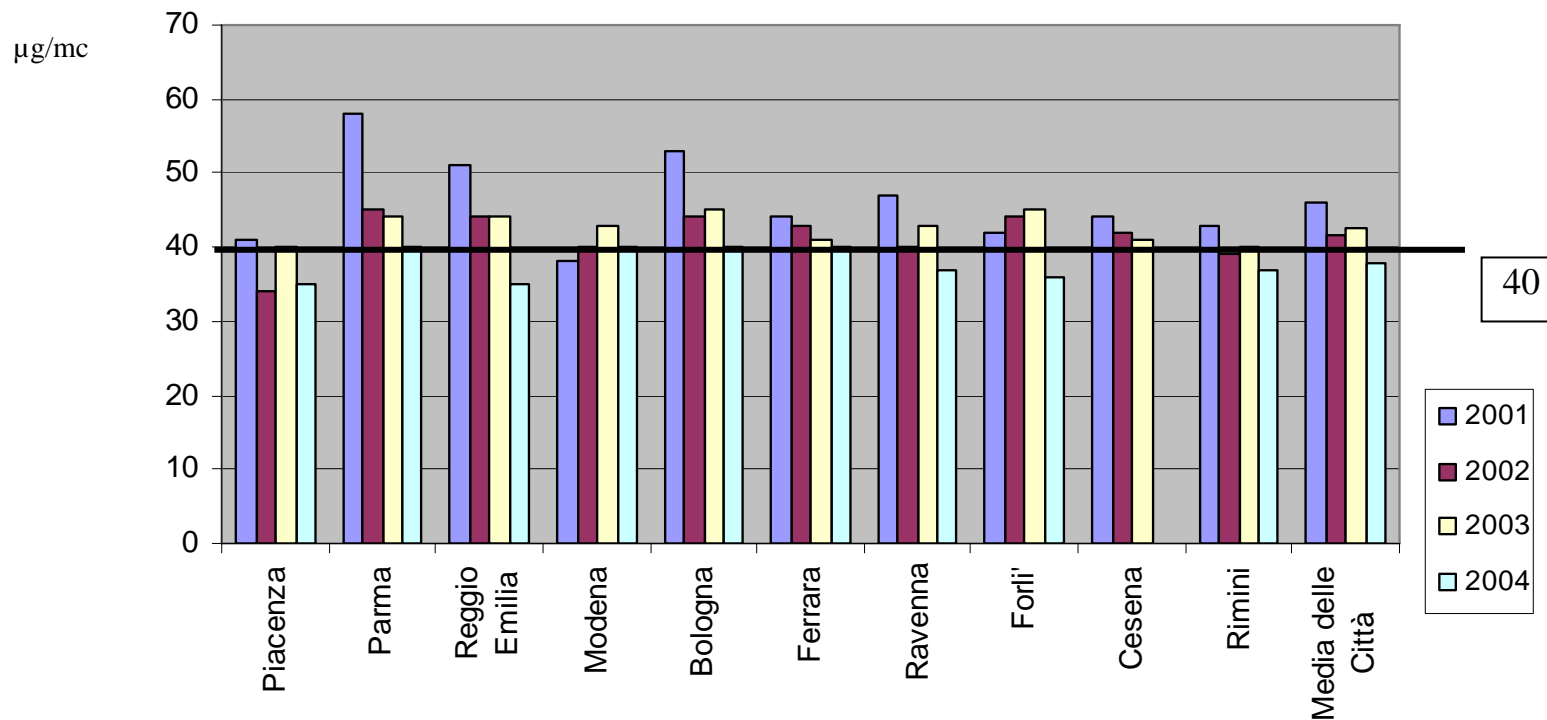


40 Million euro incentives have been allocated by Emilia-Romagna regional Government for the bus fleet renewal, provided that **only** the purchase of

- **electric vehicles;**
- **natural gas (CNG) and LPG vehicles;**
- **very low polluting vehicles;**

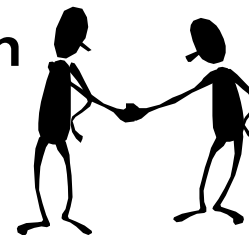
could be co-financed.





The graph shows the PM10 annual average evolution in the ten Emilia-Romagna province capitals from 2001 to 2004.

In 2004 **the annual average** was **successfully within** **the Eu limit** of 40 micrograms/cubic metre



COMPRO (COMMon PROcurement of collective and public service transport clean vehicles) Project

Objective:

- to foster collective purchase of clean vehicles by public authorities, specifically
- to build up transnational consortiums for common procurement of low impact vehicles.

Partnership:

- ATP (Agenzia Trasporti Pubblici) Regione Emilia-Romagna
- Nantes Métropole
- Semitan (Nantes' Public Transport Company)
- City State of Bremen
- Bremen Strassenbahn AG
- Gatubolaget (Technical Service in Gothenburg)
- ISIS (an Italian Research Institute)

New participants

A primary action within COMPRO deals with a still open procedure to involve other municipalities who are interested in joining the project.

EU evaluation

The COMPRO proposal has been successfully evaluated by the IEAA (Intelligent Energy Executive Agency) delegated by the EC.

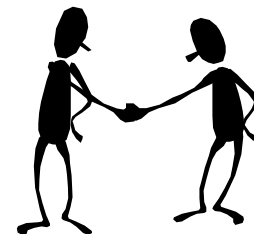
Conclusion

Policies which combine obligations with incentives can produce positive results.

Proposals

We suggest that Polis position paper agrees on EU Commission's directive proposal to make it mandatory the purchase of clean vehicles on the occasion of fleet renewal, provided that this obligation is accompanied by concrete incentives. In few words, on our opinion the EU directive on clean vehicles should both impose and incentive the purchase of new cleaner and more energy-efficient vehicles. Specifically, Polis position paper should support the introduction of an incentives framework in favour of measures adopted by local authorities like:

- public procurement of cleaner vehicles;
- purchase of cleaner and more energy-efficient vehicles by citizens.



Thank you for your attention !

bginocchini@regione.emilia-romagna.it

Via Aldo Moro, 38 - Bologna (Italy)

tel.:+39051283801