

## Resolution

**International conference: Metropolitan challenges in noise and air policies: facing new EU regulations at local level**  
**Berlin, 03 - 04 November 2003**

**Conference resolution**

We, Mayors and leaders of cities across Europe,

**Welcome**

- efforts made so far to combat air and noise pollution at EU level through legislation and research
- further progress foreseen following on from the results of the CAFE (Clean Air for Europe) programme as well as the full implementation of the Framework Directive on Air Quality and its daughter Directives together with the Framework Directive on Ambient Noise

**Affirm our commitment**

- to work towards the EU requirements on air pollution limit values and to reduce noise to levels in our cities that are not injurious to human health
- to communicate the needs and experience of our cities at EU level to ensure that these are properly reflected in EU policies combating air and noise pollution
- to co-operate as cities to exchange good practice and experience in order to play our full part in making EU policies work in practice

**Draw attention to the following considerations**

- at present, it is unlikely that the requirements set out in the air quality Directives will be achieved in many cities.
- while cities are working as hard as they can to undertake tangible measures to meet EU requirements, it is important that there is sufficient complimentary action at the EU level to facilitate effective implementation of the EU Directives.
- abatement of large-scale background levels of particulate matter (PM<sub>10</sub>), which considerably contribute to non-compliance of PM<sub>10</sub> levels in urban areas, requires Europe-wide action.
- the transport sector is the predominant source of noise and air pollution in urban areas. Given that most of the technical standards are of European scope (e.g. Euro standards, sulphur levels in fuels), the EU must provide the means for achieving the improvements in technology and standards needed to achieve the targets for air quality and noise exposure in our cities.
- while our cities have the main responsibility for effective implementation of the EU Directives, our financial resources are often inadequate to do so. The national governments and the EU should review the European and national funding schemes with the aim of enhancing financial assistance to local authorities.

**Agree on the following principles**

- a majority of the EU population affected by harmful noise and air pollution levels lives in cities. Therefore, abatement measures must give priority to improving the situation in urban areas.
- in the future, the review of current EU policies on air quality should be based on a fair and cost-effective balance between the efforts on EU-level, national level and the action that is possible at local level.
- environmental standards should be consistent with methods to curb emissions so that there is a realistic chance for attainment in most urban areas. This is not the case, for example, for the indicative limit values for particulate matter for 2010, which cannot be met in most urban areas, even with

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maximum feasible efforts. In this context, contributions from natural sources (e.g. soil re-suspension) should also be taken into account.

- ways should be explored to better account for the experience gained by local authorities in the implementation of current legislation when revising current EU policies and legislation on air and noise pollution.

**And put forward the following recommendations to allow for an effective implementation of EU Directives:**

***Concerning the transport sector***

- Adapting emission standards to match progress in emission control technology. With regard to noise, environmental standards ought to be set or tightened for all transport modes (i.e. also for railways, aircraft, mopeds and motorcycles). Concerning air pollution, tightening of emissions standards for diesel vehicles is most important.
- Encouragement and incentives for the automotive industry to produce vehicles meeting EURO IV and EURO V standards earlier, to offer a variety of gas-driven vehicles, including buses, vans and lorries and other EEV<sup>1</sup> vehicles. Ambitious emission standards are also required for mopeds and motorcycles.
- It should be considered whether deadlines for scrapping of existing high-polluting vehicles could be introduced on EU level, or at least economic incentives on national level.
- Ensuring the dynamic testing procedure for EURO standards achieves equivalent noise emission reduction under urban driving conditions.
- Bringing forward the introduction of sulphur-free fuels, not only for road vehicles, but also for non-road applications.
- Pursuit of an increasingly sustainable European transport policy, aimed at shifting modal split towards public transport, cycling and walking, as well as at the internalisation of external costs.
- Timing of deadlines for coming into force of emission standards should better synchronised between the attainment periods for environment standards, as well as between interrelated environmental problems, like air quality and noise.

***Concerning other sectors***

- Require Best Available Technique for emission control of stationary sources.

***Concerning regulatory aspects***

- Setting European wide standards for ambient noise providing adequate health protection in all EU cities.
- Further, more stringent application of existing legislation, such as the national emission ceilings Directive; integrating abatement of the elevated large – scale background levels of secondary particulate matter into the existing EU strategy against ozone, acidification and eutrophication.
- Avoiding long transition periods for accession countries in meeting emissions standards for stationary and mobile sources.

***Concerning financial issues***

- Enhance the possibilities for Member States to grant economic incentives for users of 'green' technology (e.g. CNG<sup>2</sup> vehicles) and additional charging of high polluting vehicles. It should be considered to enhance regional funding for the implementation of environmental legislation, at least for a transitional period.

<sup>1</sup> Enhanced environmental vehicles

<sup>2</sup> Compressed natural gas

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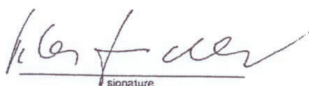
- There are numerous open questions on the effectiveness of local action to control noise and air pollution. More research, co-operation and exchange of experience among cities is needed. That research on city-related topics has been left out of the 6th Framework Programme for Research is considered as counterproductive.

*More detail and reasoning is set out in the Conference background paper "Achieving the EU limit values - a city's viewpoint" (cp. Appendix - on CD).*

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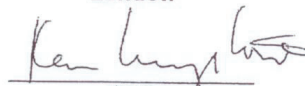
This resolution has been endorsed by the following cities

## Berlin



Peter Strieder  
Senator für Stadtentwicklung

## London



Ken Livingstone  
Mayor

## Paris



Yves Contassot  
Adjoint au Maire de Paris en charge de  
l'environnement et des espaces verts

## Prague



Dr. Milos Gregar  
Counsellor for the Environment

## Rome



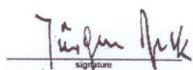
Dario Esposito  
Assessore all' Ambiente

## Stockholm



Catharina Tarras-Wahlberg  
Deputy Mayor

## Stuttgart



Jürgen Beck  
Bürgermeister für Umwelt, Sicherheit  
und Ordnung

## Warsaw

PREZYDENT  
Miasta Stożeczna Warszawy



Lech Kaczyński  
Prezydent Warszawy