Joint Conference on
SMART CO\textsubscript{2} REDUCTIONS
Non-product Measures for Reducing Emissions from Vehicles

TURIN
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Opening: The Context
Statements of Policy and Outlook from Industry and Government in a High-level Round Table

Antonin Peltram
President of ECMT
Dear Mr. Chairman, ladies and gentlemen,

I would like to address you both on behalf of the European Conference of the Ministers of Transport, where I have the honour to be at present the President, and also in my name as the Minister of Transport and Communications of the Czech Republic.

Allow me to assure you that I consider the meeting of people from the political sphere with the people from the industry as very important to achieve progress in the field of sustainable mobility and sustainable development in general.

As a long-time worker in the field of transport and transport research I can appreciate the contribution of the dialogue between the sphere which generates and finally enforces political decisions and the sphere, let say the technological sphere, which will be in charge of implementing through its knowledge and capability such political decisions. The manufacturers are best able to define what measures, based on the newest knowledge, are feasible to be implemented and under what economic conditions. And it is up to politicians to carefully consider the costs and benefits following the introduction of new technologies into general practice.

For over a decade ECMT has taken a proactive role in ensuring environmental protection is a core concern in transport policy. Our Ministers have made a number of formal declarations of the importance we attach to making cost effective CO₂ emissions reductions, beginning with a Comprehensive Resolution on transport and the Environment in 1989. It is clear that significant reductions in CO₂ emissions are required from transport. We put the emphasis on measures that are compatible with improving the efficiency of the transport sector, underlining the importance of transport to economic performance.
In my presidential capacity, I am preparing the 84th session of the Council of Ministers of the European Conference of Ministers of Transport, to be held in Prague on 30-31 May this year. I consider as important that there will be an opportunity for discussing the conclusions of today’s conference by Ministers in Prague.

Allow me to give you a number of examples from a wide spectrum of activities of the European Conference of Ministers of Transport relating to the issue of the CO₂ reduction.

ECMT Resolution No 66 on transport and the environment, adopted at the session of the Council of Ministers in 1989, deals, inter alia, with the necessity of improving the environmental characteristics of vehicles and the relation between motor vehicles and global air pollution.

Resolution No 91/5 on the performance and speed of vehicles, adopted at the session of the Council of Ministers in 1991, explicitly dealt with the need for reducing the CO₂ and recommended the limitation of the speed of vehicles and performance of their engines.

Two years later, in Noordwijk, the Council of Ministers adopted Resolution No 93/3 on the reduction of the contribution of transport to global warming. The Resolution gives inter alia an instruction for a discussion with the manufacturers of motor vehicles in looking for techniques to reduce the CO₂ emission limits.

In 1995 our Ministers agreed with the Presidents of OICA and ACEA a Joint Declaration on Reducing CO₂ Emissions from New Passenger Cars. This was the first international voluntary agreement of its kind and broke important new ground. It committed industry to make significant and continuous improvements to fuel efficiency, it committed Governments to taking supporting measures and committed both sides to working on areas where joint actions would prove most effective.

Since then, ACEA has put quantitative targets on these „significant“ emissions reductions in its Voluntary Agreement with the European Commission. And monitoring under the ECMT agreement shows that average fuel consumption trends are moving in the right direction.
In the wider context of this question, harmonising the competitive conditions between individual transport modes, and developing an efficient tax system for road transport to internalise the external costs of transport are important.

At the international level the European Conference of Ministers of Transport co-operates in this field with other international organisations involved.

The car industry’s efforts to improve fuel efficiency will make the biggest single contribution of measures taken so far in the transport sector for reducing CO₂ emissions. We also believe that restructuring transport charges and taxes is needed to provide the right incentives for the industry’s customers and make it possible to meet and even exceed the targets. The impact of these measures, however, will only be felt in the long term.

In the short term we believe there are measures that can be taken and could reduce emissions significantly, at relatively low cost. And these measures have the overwhelming advantage of getting a pay-back without delay. This is what guided the choice of measures to be examined here in Turin today and tomorrow.

Our work in ECMT suggests that the non-product measures identified in the Conference program are key priorities for completion of the package of measures that will be required if we are to meet the CO₂ emissions reductions targets set in Kyoto. We want to test and refine this message in preparation for Prague.

What we want this conference to be is a step towards building a consensus with all the stakeholders on the kinds of measures that will prove most effective in reducing CO₂ emissions — ensuring environmentally, economically and socially sustainable development.

To conclude, allow me a few comments on the situation in the Czech Republic. Of course, Czech manufacturers of motor vehicles comply with all international regulations and standards. Strict regulations relating to the import of used vehicles and their entry into service have been imposed in order to defend against import of used motor vehicles that do not comply with current emission limits. In this way we succeeded to a certain degree in changing the structure of the
vehicle fleet in favour of newer vehicles showing better emission characteristics. I am convinced that improving the living standard of our population and a substantial improvement and gradual limitation of the greenhouse gases from passenger car traffic can be achieved hand in hand.