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agenda item 3)

REPLIES OF THE GOVERNMENTS TO QUESTIONNAIRE ECE/RCTE/PC/2

SUMMARY OF PART III

Addendum 3

Note by the secretariat

This document reproduces in their original languages the replies of the Governments of Austria, Canada, Portugal and Slovakia to Part III of the questionnaire, received in English and French after 24 October 1994.

Letters **A**, **U** and **P** which appear in the text of some replies indicate, according to the questionnaire, measures already **Applied**, **Under consideration** and **Projected** for the future, respectively.

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REPLIES TO PART III OF THE QUESTIONNAIRE

Replies to Question no. 16

AUSTRIA

Elaboration of a national environment plan (NUP).

Development of an Austrian overall transport concept including all modes of transport. An important objective of the Austrian government is to improve rail and combined transport network. The Danube is also seen as a very useful transport corridor. Important goals of road construction in Austria are to improve environmental conditions and traffic safety, but in many cases not to gain more capacity.

Working on the "Osterreichischen Bundesverkehrswegelplan" (plan for federal traffic infrastructure in Austria). An important part of this infrastructure plan is the evaluation of the projects (roads, rial, improvement of the navigable water of the Danube, nodal centers).

National report on the situation of the climat by the Austrian government.

Application of the latest state of art in all environmental aspects.

Application of the "Polluter-Pays Principle" and the "Precautionary Principle" with regard to the attribution and internalisation of the real costs and the prevention of emissions at source.

Promotion of environmentally sound modes of transport.

Avoidance of unnecessary transport.

Energy-saving measures in transport (reduction of avoidable transport, shift to energy-saving transport modes, changing of the consumer behaviour, use of renewable forms of energy, increase of the specific degree of effectiveness).

Realisation of the "Ozon-law" concerning the step-by-step reduction of prior substances.

CANADA

Canadian governments at all levels, federal, provincial/territorial and local pursue the integration of environmental factors in developing and implementing transportation an land-use policy and programs. In part this is pursued through policy measures, for example the application of economic instruments in urban areas by local governments to calm transportation demand and/or dund more environmentally benign urban transit systems. In part it is pursued through a network of federal, provincial and local government regulations harmonized to attain national and international standards.

A number of powerful tools have been developed to assist this purpose, for example the Canadian Environmental Assessment Act, and related provincial acts and provincial/regional/municipal land use planning and development acts.

The Canadian government is currently developing national to be followed by sectoral strategies for sustainable development which will demonstrate explicitly the balance between, for example, protection of the environment and transportation efficiency and safety.

PORTUGAL

Voici les mesures principales */ en cours ou envisagées, cohérentes avec une stratégie de mobilité soutenable:

- intégration de la composante transports dans les plans multisectoriels d'aménagement du territoire, dans une perspective de développement soutenable;

- renforcement de la position concurrentielle du transport ferroviaire en général;

- création et développement d'infrastructures entraînant des transferts modaux avec des incidences sur la décongestion des aires urbaines et métropolitaines (e.g de lignes de chemin de fer suburbaines, de lignes de métro conventionnel, de métrol léger de surface et de tramways articulés de grande capacité);

- modernisation des infrastructures routières, avec une conséquente amélioration des conditions de sécurité de la circulation et de la fluidité du trafic dans les zones plus congestionnées et des effets sur la consommation d'énergie et les correspondantes émissions polluantes;

- coordination multi et intermodale, avec une conséquente optimisation fonctionnelle du système global des transports, l'amélioration de la performance des divers modes concernés et la minimisation des correspondants impacts extérieurs.

D'autres mesures et actions, qu'on a décrites aux points B et C, notamment technologiques, réglementaires, de contrôle et de gestion, en vue de réduire l'impact environnemental du secteur des transports.

L'exécution des grands projets d'infrastructures de transports (e.g. le nouveau franchissement routier du Tage à Lisbonne) est précédée d'études d'impact environnemental et assujettie, de même que l'intégration de la composante transports dans les plans d'aménagement du territoire, à une enquête publique.

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*/ On n'indique que les mesures, les actions à entreprendre ne sont pas décrites ici.

SLOVAKIA

The Government of the Slovak Republic is dealing with above mentioned problems. The "Strategy, principles and priorities of the state environmental policy" was already approved by the Government in the year 1993. It is being introduced into separately conceptions and development plans of each ministry.

Replies to Question no. 17

AUSTRIA

Protocol 9 of the Austrian accession treaty to the European Union. Reduction of the NOx-emissions by 60 % for vehicles with more than 7,5 tons until the end of 2003 (administration by the Eco-point-system) in the field of transport of goods in transit on the road.

Toronto goal: reduction of the CO2-emissions by 20 % until 2005 baesd on the figures of 1988.

Within the European Union: stabilisation of the CO2-emissions until 2000 based on the figures of 1990.

In the Austrian overall transport concept: reduction of the NOx, CO and HC emissions by 50 % until the year 2000 (consumption of the private vehicles fleet in the road traffic).

International climat allianace: reduction of the C02-emissions by 50 % until 2010 (seven Austrian provinces have already signed the alliance).

"Ozon-law" concerning the step-by-step reduction of prior substances. Reduction of the Nox-emissions to 30 % until 2006 based on the initial quantity of 1985. Also reduction of VOC's (volatile organic compounds) to 30 % until 2006 based on the initial quantity of 1988.

CANADA

The transportation sector complies with national environmental regulations for reduction and or elimination of toxins and other hazardous substances and to improve waste management. The specific targets, for example for PCBs, CFCs and halons, Nitrogen Oxides and Volatile Organic Compounds, and Sulphur Dioxide, are established by these acts. These in turn typically reflect international agreements and protocols.

More specific federal transportation acts, for example the Transportation of Dangerous Goods Acts and the Motor Vehicle Safety Act, are supplemented by provincial and municipal regulations, for example dealing with noise.

PORTUGAL

Les principales entreprises en cours ou envisagées, notamment celles qui concernent le développement des modes lourds de transport, avec le but d'assurer la décongestion des aires métropolitaines, particulièrement celle de Lisbonne, ont comme horizon temporel pour leur achèvement la fin de la décennie 90.

Ces mesures à moyen terme, dont l'ensemble représente un très significatif effort d'investissement (d'environ 975.000 x 10^6 PTes), s'intègrent dans une ligne d'options stratégiques, c'est-à-dire de long terme, lesquelles, du fait qu'elles privilégient les modes de transport moins polluants, sont cohérentes avec une politique de mobilité soutenable.

SLOVAKIA

Above mentioned targets you can find in the documents approved by the Government:

1. "Conception of the transport development in the Slovak Republic"

2. "Principles of the state transport policy of the Slovak Republic"

Replies to question no. 18

AUSTRIA

Reduction of the emission limits according to the respective latest state of art (from 1.1.1995 the directives of the European Union, US-LDV 1983, US-LTD 1984).

Speed limitation equipment from 1.1.1995.

Duty to use catalysts in cars working with petrol since 1987.

Duty on the norm-consumption (consumption tax which depends on the fuel consumption, before this duty there was a luxury-tax of 32 % on new vehicles, now there is an overall tax of 20 % on all cars and a second part which is grated according to the consumption).

The Austrian ministry of transport (together with the ministry of research) financed a study concerning the influence of electrically powered cars and light solar cars on mobility. Moreover in this study technical aspects are tested and improvements are suggested.

Concerning the reduction of CO2-emissions and the fuel consumption an international seminar with the contribution of the industry, an agency concerning with energy questions and specialists was held.

Railways: The vehicle construction and control system is according to the state of art. Due to the little market share of rail vehicle motors, the railway practice has in the field of motor- and fuel development to rely on the research of the industry. Nowadays primarly the environemntal friendly form of energy electricity is used in the railway sector. Also in the field of shunting diesel traction vehicles are going to be replaced by electric traction vehicles permanently. Assuming the same transport capacity, the increased use of an electrical regenerative braking onthe new electric traction vehicles causes a reduced overall energy consumption. Diesel traction vehicles are mainly used where due to the smaller transport capacity the electric operation would not be economical. Consequently modern diesel traction vehicles are built only with little exhaust emissions.

CANADA

The federal government is responsible for new vehicle emissions standards. The full range of Canadian measures to address transportation impacts on Global Warming will be tabled at the Conference of Parties to the UN Convention on Climate Change in Berlin in early April 1995.

The government's policy for aircraft and maritime emissions regulation is based on support for development of regulations by agencies such as the International Civil Aviation Organization, and reflection of such international standards in Canadian regulations.

The government's regulation of new surface vehicle environmental regulations is harmonised with its North American continental partners and reflected in the Motor Vehicle Safety Act. These regulations are complemented by energy and hence environmentally related R&D, and by voluntary agreements with, for example, motor vehicle manufacturers and the petroleum industry on standards.

PORTUGAL

Notre pays est obligé de respecter les directives communautaires portant sur les émissions de gaz polluants, les émissions sonores et les dispositifs limitateurs de vitesse.

SLOVAKIA

We are using economical and also technical means to reduce energy consumption - higher prices of fuel, control of technical status of vehicles, speed limits with using speed limitatin devices too.

Difficulties preventing the application of international regulations are mainly as follows:

old vehicle fleet;
lack of finance.

Replies to Question no. 19

AUSTRIA

In the Austrian overall transport concept: reduction of the NOx, CO and HC emissions by 50 % until the year 2000 (consumption of the private vehicles fleet in the road traffic).

No lead in petrol since 1983.

Railways: application of ORE/ERRI S 1015P/RP1, UIC-code of practice 623-1 and -2 and enactment of a regulation ruling the reduction of noise emissions caused by rail vehicles.

CANADA

Canada's transportation fuels are lead free. Currently regulations governing the sulphur content of fuels are being put in place. Strategies to address benzene toxicity are being developed.

Regulations and voluntary agreements based on technological R&D as well as consultations with equipment manufacturers and fuels producers in pursuit of harmonised North American standards, exist to manage emissions such as for Nitrogen Oxides and Volatile Organic Compounds.

SLOVAKIA

We have already introducing using of 3 - way catalysts (from 1.10.1993 - petrol engines) and non lead petrol (UNI petrol). The Slovak Republic has accepted EHK provisions in the sphere of emissions - Nos. 40, 47, 15, 83 and noise - Nos. 9, 41, 51.

In air traffic there are provisions concerning noise - L 16/1 and CSN 310305.

Replies to Question no. 20

AUSTRIA

Permanent recurrent inspections should also include the aspect if the vehicle causes excessive noise, smoke and bad smell (yearly roadworthiness test).

Examination of the function of the catalytic converter in the field of such an recurrent inspection.

Lorries with low exhaust fumes since 1991.

Recycling in discussion.

For railways a permanent inspection with the run on the testing stand but not separate measurement of emissions.

CANADA

The governments of the provinces and territories have enacted a number of measures to control in use vehicle emissions. These include gas guzzler taxes, mandatory inspection programmes, and incentives for more efficient use of vehicles including park and ride programmes and urban transit developments. Other options, such as vehicle scrappage programmes, incentives for High Occupancy Vehicles, and advanced traffic management systems (Intelligent Vehicle Highway Systems) are being investigated.

PORTUGAL

Il existe une législation spécifique pour le contrôle autant de l'émission de gaz que du bruit, conformément aux dispositions des directives communautaires correspondantes.

SLOVAKIA

There are 33 technical control stations with 150 working places controlling limits of emissions - cca. once a three years.

Renewal of vehicle fleet is complicated - lack of finance.

Environmental impact caused by used materials - fuels, pneumatics is huge - lack of eligible enterpreneurials activties.

Replies to Question no. 21

AUSTRIA

During the holiday seasons, there are often congestions at border crossings and in touristic regions. The biggest problems occur on Saturdays, when many guests drive home and the next guests come for holidays. Therefore a regulation on Holiday Traffic was introduced:

A
Entered into force: 20 April 1993

Aims at: reduction of noise and emissions of heavy goods vehicles (maximum laden mass more than 7.5 t).

Measures applied: vehicular traffic as said above is forbidden on certain roads every saturday during July and August from 8.00 a.m. to 15.00 p.m.

Remark: in Austria, for the vehicles mentioned above, traffic is forbidden on Saturdays, 15.00 p.m. to 24.00 p.m., and on Sunday and public holidays from 0.00 p.m. to 22.00 p.m.

Measures in brackets (question) are in use, especially promotion of research and speed limits.

CANADA

The prime vehicle for communication on the development and application of such measures in Canada will be Canada's National Action Programme for Climate Change. Research reports on the individual and collective development of such measures are available.

A recent report "Urban travel and Sustainable Development --- The Canada Experience" is attached. (attachement 7)

PORTUGAL

Limitation de vitesse

- voies réservées aux transports publics (BUS);
- voies réservées à des véhicules lents, en dehors des localités; et
- mise en place de dispositifs de limitation de la vitesse, conformément à la Directive 92/6/CEE

SLOVAKIA

Measures are under way

Replies to Question no. 22

AUSTRIA

Capacity problems in Austria exist in the rail network. To cope with these capacity problems some measures are already finished (e.g. a by-pass tunnel of Innsbruck) and many others are under construction or planned.

Since 1993 the OBB (Austrian Federal Railways) is an undertaking outside of the national budget. More economic efficiency and more flexibility in decisions on the transport market are the objectives of this reorganisation. The Austrian Republic is the owner of the rail network. The OBB has to pay for using this network. In principle also other railway operators can use the infrastructure too. This regulation is compatible with the laws and latest railways policy developments of the EU.

Also in the road network capacity problems exist, especially in and near the big cities. But there it is not a sustainable strategy to build more and more roads and motorways. In many cases that is not possible because of environmental conditions. Moreover the citizens do not accept new high capacity roads in a lot of cases. So the solution in the agglomerations only can be the improvement of public transport.

Protocol 9 of the Austrian accession treaty to the European Union (expansion of the railways, in order to be able to deal with the growth in transit traffic in a way that is environmentally friendly, using rail and combined rail/road transport, improvement of the railways competition situation, reduction of pollution from road freigh by reduction of exhaust emissions by 60 % until the end of 2003, determining a ceiling for the number of truck journeys through Austria to a maximum of 108 % of the 1991 figure, basic concept for passing on road costs and the external costs of transport on the principles of territoriality and "the polluter pays").

Biltareal contingents with the Eastern European countries (transport is based on the principle of further liberalisation under the condition of high technical emission and security standards).

Attempt to create a stock exchange and loading information centres for transport services.

CANADA

The government’s policy is to rely on market forces to achieve transportation efficiency for inter-city transport and at the interface between inter-city and urban systems. The government’s transportation policy is designed to facilitate the operation of a competitive, safe, efficient and environmentally sensitive transportation system.

PORTUGAL

Des mesures législatives destinées à encourager le transfert du transport pour compte propre au transport pour compte d’autrui, aussi bien qu’à l’élimination de tout encouragement à l’acquisition de véhicules pour le transport pour compte propre.

SLOVAKIA

Measures are under way

Replies to Question no. 23

AUSTRIA

Option to use higher loads in combined transport (42 t for trucks with trailer - container and swap bodies, 39 t for semi-trailer motor vehicles - craneable semi-trailers).

The approval for the undertaking of special transports (oversized and overheavied) can only be granted, if an alternative transport possibility with a more environmental friendly mode of transport (rail, ship) can not be effected either in any case or only in connection with an irrational high effort.

Including of inland shipping in combined transport.

Completion of public harbours to modern combi-terminals.

Construction of loading information centres to avoid empty hauls.

Shift of the different controls (legal, technical) in combined transport from the border to the terminals of dispatch or arrival. This should reduce the duration of stay and therefore enhance the attractivity of this mode of transport.

CANADA

The operation of market forces, complemented by environmental protection regulations, has proven to be an effective means of minimising the environmental impacts of inter-city transportation. The further development of measures for inter-city transportation, specifically to address greenhouse gas emissions, is being considered as part of the development of Canada’s National Action Programme for Climate Change.

The localised environmental impacts of transportation operations in Canada’s large urban areas, for example Vancouver and Toronto, have, however, led to the introduction of transportation demand management programmes and/or measures to promote public urban transit systems. These are listed in attachment 7.

PORTUGAL

Participation au projet d’axes-pilote de transport combiné:

- Lisbonne/Porto (par Vilar Formoso) - Barcelone (Port-Bou) - Saarbrücken

- Lisbonne/Porto (par Vilar Formoso et Irun) - Bordeaux-Muicen (Belgique)

Voies réservées aux transports publics (BUS).

Programme d'investissements pour 1994-1999, en vue de développer les modes lourds de transport.

SLOVAKIA

The "Support programme of combined transport development" was announced to be aimed in building up of infrastructure and transport means (special wagons for combined transport).

Replies to Question no. 24

AUSTRIA

The road taxation in Austria is reorganized according to the new infrastructure cost directive of the European Union (93/89/EWG). It is a declared aim of the Austrian government to avoid, that car and especially lorry traffic do not pay less of their costs than before.

To substitute fixed taxes on lorry traffic ("Strassenverkehrsbeitrag") electronic road pricing systems are tested by the federal ministry of economic affairs.

On buying a car in Austria, a tax which is based on the energy comsumption of the vehicle ("Normverbrauchsabgabe") has to be paid. With a maximum of 14 % of the car's value, the tax is from the point of view of traffic policy too moderate, but nevertheless it is a step in the right direction.

Since the beginning of 1994 the tax on petrol ("Mineralölsteuer") is 0,5 ATS/liter higher than before. The proceeds should be spent by the governments of the 9 Austrian provinces for improvements of a short distance public transport.

CANADA

See question no. 23.

PORTUGAL

Il existe des péages sur le réseau d'autoroutes et sur le Pont sur le Tage à Lisbonne. Les véhicules sont frappés par un impôt sur la vente de véhicules automobiles, un impôt municipal sur les véhicules, un impôt sur la circulation et un impôt sur le camionnage; il faut encore mentionner un impôt portant sur les carburants, notamment l'essence et le gasoil. On a constaté des réactions défavorables de la population à l'égard de ces mesures, notamment en ce qui concerne le péage du Pont sur le Tage.

SLOVAKIA

The Act on Road Tax No. 325/93 was accepted giving advantage to combined transport and Act on Roads giving advantage to road vehicles performing combined transport (No. 113/93).

Replies to Question no. 25

AUSTRIA

Governments of towns and villages are responsible for land use planning in Austria. As the land-use laws are made by the governments of the nine Austrian provinces, the federal ministry of transport has not much influence on land-use matters. The Austrian concept on land-use and regional planning from 1991 has been signed by all responsible decision makers. It contains a very important objective to improve the coordination between traffic planning and land-use planning.

The parking policy is the most successful instrument to reduce the use of individual motor vehicles in urban areas. In the whole downtown of Vienna the parking time is limited (maximum 3 hours) and you have to pay. Only people living in this area and under special conditions users of business vehicles get a licence to park there for longer periods. They have to pay about 2.000,-- ATS for a period of one year.

Strategies to reduce car traffic must generally be supported by improvements of public transport and the networks for cyclists and pedestrians.

Construction of inland waterways.

Ad-hoc measures for a minimum water depth of 2.50 m (Austrian section of the Danube).

Effecient waterway management with reference to optimal utilization.

Long term measures for sufficient water depth for a guaranted draugh of 2,70 m at low water level (94 % of the year).

CANADA

The measures used to minimise congestion, foster urban transit and in general improve the environmental sustainability of urban transportation are listed in attachment 7.

National wild life and wetland policies, complemented by provincial and territorial policies and regulations, including Transport Canada’s "not net loss" policy, ensure a balance between transport development and protection of sensitive areas.

The application of the Canadian Environmental Assessment Act, and related provincial and territorial acts and regulations to transport infrastructure, for example airport development further assures discipline to protect sensitive areas. Changes to operations and/or infrastructure are screened for federally regulated transport carriers by the Canadian National Transportation Agency.

Measures to reduce the environmental impacts of transportation and/or improve the environmental performance of transportation are cited above.

PORTUGAL

La modernisation des infrastructures routières mentionnée au point 16 comporte la construction de variantes à l'extérieure des agglomérations urbaines, en vue d'y éviter les trafics de traversée.

SLOVAKIA

Yes - e.g. Bratislava by-pass

Replies to Question no. 26

AUSTRIA

Agreement between the Republic of Austria and the European Economic Community on the Transit of Goods by Road and Rail:

A
Entered into force: 1 January 1993

Aims at: coordinated action of the parties to promote the use of rail transport, and in particular combined transport, and regulate road traffic, in the interest of public health and environment.

Measures applied: introduction of the eco-point system; infrastructure measures; supporting measures.

Remarks: after the accession of Austria to the European Union, the mentioned agreement will form an integral part of the treaty concerning the accession of Austria.

To reduce noise and emissions, a national driving ban was introduced on transports with certain heavy goods vehicles (maximum laden mass over 7,5 t) on Saturdays, 15.00 p.m. to 24.00 p.m., on Sundays and public holidays from 0.00 p.m. to 22.00 p.m. and on certain roads, which have to be determined by the "provinces" every saturday during July and August from 8.00 p.m. to 15.00p.m.

CANADA

See question no. 25

SLOVAKIA

Sensitive regions:
- Tourist areas (High Tatras);
- Bratislava and Kosive (look 23).

These regions are supported in combined transport introduction (+ water transport).

Replies to Question no. 27

AUSTRIA

The Ministry is now working on the "Osterreichischen Bundesverkehrswegelplan" (plan for federal traffic infrastructure in Austria). An important part of this infrastructure plan is the evaluation of the projects (roads, rail, improvement of the navigable water of the Danube, nodal centres). The projects are examined in the light of the following criteria:

traffic demand (present situation and forecasts) compared with the network capacities;

accessibility of regions;

effects on regional economics (employment, foundation of new entreprises);

effects on land use;

effects on environment (noise, air pollution, water, ground, vegetation; fauna, biotops of special value);

energy consumption;

traffic safety;

investment costs on a pre-study for the evaluation;

There are also works on a pre-study for the evaluation. At the end of 1995 the whole evaluation method should be finished. For the evaluation of traffic demand a model based on many inteviews in households, enterprises and with holiday guests in Ausria was developed. Traffic demand depends strongly on the traffic policy. So a scenario including some traffic policy measures to avoid negative effects of traffic was defined.

Austrian transport policy supports the expansion of the combined transport network in the countries of central and eastern Europe. So terminals in Hungary are built and equiped with Austrian assistance. New rolling roads are running between Ceske Budejovice and Villach and between Szeged and Wels.

Very important terminal projects exist in the south of Vienna and near Graz. As it is an objective of transport policy to integrate inland waterways in the logistics of combined transport a second terminal beside the Danube is planned in Vienna.

In the suburbs of Vienna and in the region park-and-ride-areas are offered.

At more than 100 railway stations bicycles can be rented. Also many regional trains offer the possibility to carry bicycles.

The OBB offers several car carrying passenger trains between the big cities (Wien-Salzburg, Wien-Innsbruck, Wien-Feldkirch, Graz-Feldkirch and Villach-Feldkirch). Moreover in tourist seasons some international car carrying passenger trains (winter sports, summer) are circulating.

The OBB improved the rail shuttle to Vienna-Airport. Two trains criculate in each direction during an hour (till now only one). The railway track from the city to Vienna to the airport will be improved, so that in some years every 15 minutes a train will circulate in each direction.

In a next step bus services will be integrated in a national timetable system (e.g. every two hours a connection during the whole day).

Cooperations of public transport entreprises (rail-and bus-services) are useful to coordinate their services. So for the user public transport becomes more attractive and frequently also less expensive
than before.

Protocol 9 of the Austrian accession treaty to the European Union.

CANADA

See question no. 25

PORTUGAL

En ce qui concerne les infrastructures de transports, environ 920 milliards d'Escudos se destinent à la modernisation et au renouvellement des chemins de fer, au franchissement du Tage à Lisbonne, à l'extension du réseau métropolitain, à la création d'un réseau de tramways de haute capacité, à la modernisation des flottes des transports collectifs de surface et des transports fluviaux à Lisbonne, à la mise en place d'un réseau de métro léger dans l'Aire métropolitaine de Porto et à la restructuration et au renouvellement des équipements et des installations des Services des Transports Collectifs de Porto.

SLOVAKIA

Yes - construction of combined transport terminals in:

Cierna nad Tisou
Trencianska Tepla
Kosice
Ruzomberok
Poprad
Zvolen
Lucenec
Straszke

Replies to Question no. 28

AUSTRIA

There are a lot of regions in Austria, where cooperations in public transport (Verkehrsverbünde) are working. Such cooperations are supported by public authorities with more than 900 millions ATS every year.

Most of the urban and suburban transport plans are based on engaged objectives to reduce environmental problems caused by motorised traffic.

CANADA

See question no. 25

Replies to Question no. 29

AUSTRIA

Act on the Examination of Environmental Compatibity:

Entered into force: 1 July 1994

Measures applied: before the line of construction of major roads and railways can be defined by a regulation, the compatibility of such projects with the environment has to be considered.

CANADA

See question no. 25

PORTUGAL

Tous les grands projets d'infrastructures sont précédés d'études d'impact sur l'environnement, aux termes de la législation communautaire.

Replies to Question no. 30

AUSTRIA

See question no. 29.

CANADA

There is no simple, short response to these questions given the diversity of governments and transportation carriers involved in the evaluation of infrastructure projects. Clearly, however, the transportation and environmental policies and laws referred to above, and discussed in more detail in the attachments, establish the criteria applied in such decision making.

PORTUGAL

En ce qui concerne les critères économiques, on tient compte du taux interne de rentabilité, aussi bien que de la valeur liquide actualisée des diverses alternatives d'investissement sous-examen. On tient compte, pour l'évaluation de l'impact sur l'environnement, des effets suivants, directs aussi bien qu'indirects, sur les êtres humains, la flore, la faune, le sol, l'eau, l'air, le climat, le paysage, les valeurs matérielles et le patrimoine culturel.

SLOVAKIA

Provision of sales and implementation of concrete hauls of consignments by new systems of combined transport.

Decreasing of energy consumption due to implementation of new combined transport sytem.

Decreasing of negative impact to environment.

Level of proposed technical solution of constructions, transport means and manipulative devices in comparison with European standards.

Replies to Question no. 31

AUSTRIA

Road pricing.

Protocol 9 and the joint declaration 34 of Austrian accession treaty to the European Union. In this joint declaration Austria is informed by the Union that the Council instructed the Commission to submit a proposal for decision. It concerns a framework for a regulation to solve the environmental problems caused by the traffic of heavy goods vehicles. This regulation includes proper measures for road pricing, railway tracks, facilities for the combined transport and technical standards for vehicles.

CANADA

See question no. 30.

Replies to Question no. 32

AUSTRIA

Austrian land-use concept from 1991: Some provinces have tightend the land-use law, but it takes some years to recognize the effects of these measures.

CANADA

The issue addressed by this question is primarily one of urban/metropolitan concern in Canada. One province, other are expected to follow, has established a land-use planning and development policy designed to harmonise environmental, transport and travel needs.

Replies to Question no. 33

AUSTRIA

Some Austrian companies participate in the development of communication systems between vehicles and tracks. Beside road pricing such systems can be used for information about the traffic situation, as electronic route-guidance and also for control functions.

Concerning the Austrian rail network a lot of investments are done to improve the signalisation.

Technological developments in the field of telecommunication have important effects on transport-productivity. Central dispatching offices can communicate with truck-drivers via Satellite and ooptimate the routes of the trucks. Data-networks improve the profitability and productivity of transport.

A very important step from the point of view of an environment friendly transport policy is, that all modes of transport participate in these networks.

There exists an iniatitive to introduce the RDS-TMC (Radio Data System - Traffic Message Channel) in a local border region for a field test (Germany, Swtizerland and Austria).

Realisation of an address related time-schedule information system in the interconnecting transport system of the eastern region until the mid of 1995.

CANADA

In Canada the development of systems such as those identified in the question is pursued aggressively, primarily for competitive and job enrichment. Policies to calm urban transportation demand, such as flexible working hours and working at home, have been adopted by a number of governments and the private sector.

PORTUGAL

Moyens de remplacement des transports

On envisage pour la période 1994-96 la mise en place des programmes suivants, entre autres:

i. Systèmes RDIS (Réseau digital avec Intégration des Services), en tant qu'infrastrcture essentielle de communication avancée (videotéléphonie, videoconférence, échange électronique d'information, services inter-actifs et télésurveillance).

ii. Services Avancés de Réseau Intellingent (Intelligent Network - IN), en vue d'obtenir de meilleurs prestations pour les services existants aussi bien que l'introduction de nouveaux services dans le marché.

iii. Réseau digital Intégré de Bande Large (RDIS-BC), avec application, dans une première phase, dans le cadre entrepreneuriel et dans les actions 15B et comme base pour les futures "autouroutes d'information".

iv. Transmission de données el. VSAIs.

v. Télévision par cable.

Replies to Question no. 34

AUSTRIA

Questions relating to the environment are included in the syllabus of the driver's education.

CANADA

There a multiplicity of driver education and related public information programmes sponsored by all levels of government in Canada.

PORTUGAL

L'apprentisage des conducteurs comporte des notions d'économie en ce qui concerne la façon de conduire, le véhicule et le carburant utilisé.

SLOVAKIA

Education is obligatory (16 hours) with reference to the transport of dangerous goods, it is obligatory for each driver to know item 10315 of Annex B - ADR agreement. New Act on Road Transport is being prepared containing special provisions concerning traffic psychological test.

Replies to Question no. 35

AUSTRIA

A
Implementation in particular with regard to check and training of ICAO-TI (air transport), IMDG-Code (maritime transport by Austrian ships), RID (rail transport), ADR (road transport include use of two mobile test laboratories).

Special national administrative orders on transport permits for high dangerous goods, on TDG through certain road tunnels, on higher technical standards for dangerous goods road vehicles registered in Austria and on a dangerous goods driver training syllabus.

Promotion of the shifting of dangerous goods from road to rail and inland navigation.

U
Catalogue of model questions for the examination of drivers of vehicles carrying dangerous goods.

P
Modification of road traffic signs relating to transport of dangerous goods.

New law on transport of dangerous goods by all transport modes including enforcement of EU-Directives applying international instruments for road and rail (ADR/RID) and possibly inland navigation (ADN) also for national transport, including harmonized checks en route as well as in entrepises connected with transport of dangerous goods and providing for a risk prevention officer in relevant enterprises.

CANADA

See question no. 35

PORTUGAL

Il existe une formation spécifique pour les conducteurs des véhicules transportant des matières dangereuses.

Encouragement et appui technique aux actions de surveillance des véhicules transportant des marchandises dangereuses.

Appui à l'intervention spécialisée des équipages de secours, notamment les pompiers.

SLOVAKIA

Transport of dangerous goods is permitted only under approval of the state authority (only for good being declared in executing regulation).

Special roads are recommended to hauliers.

Each driver is equipped with special rules for the case of accident to decrease environmental impact.

Relevant vehicle must pass technical control.

Replies to Question no. 36

CANADA

See question no. 35

SLOVAKIA

Promotion of combined transport

Public Education.

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