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FOLLOW-UP TO THE REGIONAL CONFERENCE ON TRANSPORT AND THE ENVIRONMENT

Report of the Workshop on the extension of TERM (Copenhagen, 8 June 2001)

Transmitted by the European Environment Agency (EEA)

I.   BACKGROUND AND MANDATE

1.   At its fifty-first session, (24-26 October 2000) the Working Party asked the secretariat to contact the European Environment Agency (EEA) to confirm the dates and arrangements for a workshop on the extension of the TERM to the EC accession countries (TRANS/WP.6/139, para. 10). In accordance with the Working Party's request, the secretariat has participated in and contributed to the workshop. The report of the workshop is reproduced below for consideration by the Working Party.

II.   OPENING AND INTRODUCTION

2.   David Stanners (EEA) and the TERM Steering Members of other European institutions (Mr. Franz-Xaver Soeldner from DG TREN, Mr. Klaus Keisel from DG ENV, Mr. Graham Lock from Eurostat), made a short introduction to the TERM process and the policy context for extending TERM to the Accession Countries. TERM, the Transport and Environment Reporting Mechanism, is conceived as a policy instrument: a policy-driven process based on official statistics. TERM is not yet formally regulated by EU legislation, although the Commission is considering to come forward with a proposal to safeguard the continuity of the TERM work in the future. The data collection for TERM is actually mostly based on the cooperation with the international organizations (amongst others Eurostat, UNECE, European Conference of Ministers of Transport (ECMT), International Energy Agency (IEA)) and – where internationally harmonized data are missing - with the countries.

3.   Eurostat, which has provided a considerable amount of data for TERM 2000 and TERM 2001, actually lacks sufficient resources to already include the Accession Countries (ACs) in its Statistical

Compendium, which is the statistical sourcebook for TERM. Eurostat expects the Accession Countries to be included in the Statistical Compendium by 2002 at the earliest (internal usage only). Beyond 2002 the Accession Countries should be fully covered in a Statistical Compendium for both EU Members and ACs.

4.   Mr. David Stanners briefly explained the main aims of the workshop:

1.   Building a good network and ensuring cooperation with the Accession Countries with TERM;

2.   Co-ordinate with possible related projects in ACs at international level;

3.   Discuss the relevance of the 7 key questions of TERM and the related indicators for the ACs;

4.   Discuss how to fill data gaps in the long term and in the short run;

5.   Exchange information on related initiatives undertaken at national/international level.

5.   Ms. Ann Dom (EEA) made a brief presentation to illustrate in more details how the TERM process was born and how it is run. Mr. Michele Fontana (EEA) illustrated with some examples the main issues to be discussed concerning the relevance of TERM key questions and indicators for the ACs.

III.   DISCUSSION SESSION I: RELEVANCE OF THE TERM KEY QUESTIONS FOR THE ACS POLICY PRIORITIES IN THE FIELD OF TRANSPORT AND THE ENVIRONMENT
         (More detailed remarks can be found in Annex 1).

6.   A number of countries indicated some different policy priorities with respect to the issues faced by the EEA in the previous TERMs – where only EU Member States were considered. In particular, the emphasis was put on the need to invest in construction and/or upgrading of transport infrastructures (e.g. by Slovakia; Romania; Hungary; Bulgaria; Slovenia) and the need to comply with the Acquis Communautaire (e.g. by Estonia). Some other countries (Cyprus) underlined the fact that there is a wide heterogeneity among these states. For instance, contrary to many Eastern European ACs, Malta and Cyprus may not face major needs for new transport infrastructures.

7.   Various countries also outlined further policy priorities, and precisely:

-      the need to monitor carefully the quantity and the quality of transit traffic, especially as concerns the transport of hazardous substances (e.g. nuclear waste)

-      the need to monitor and limit the health effects of transport and transport-related pollution

8.   Nevertheless, no general recommendations were made to suggest that these further issues should bring a modification of the 7 TERM key questions. Only very few country representatives and experts suggested to make some (small) changes to the key questions (in particular for questions 2 and 4). Inclusion of health issues was also suggested in question 3 (Are spatial planning, health policy and transport planning becoming better coordinated so as to match transport demand to access needs, without endangering human health?)

9.   All in all, the workshop participants seem to agree that the seven main questions of TERM (listed below):

1.   Is the environmental performance of the transport sector improving?

2.   Are we getting better at managing transport growth and improving the modal split?

3.   Are spatial and transport planning becoming better coordinated so as to match transport demand to access needs?

4.   Are we improving the use of transport infrastructure capacity and moving towards a better-balanced intermodal transport system?

5.   Are we moving towards a more fair and efficient pricing system, which ensures that external costs are recovered?

6.   How rapidly are improved technologies being implemented and how efficiently are vehicles being used?

7.   How effectively are environmental management and monitoring tools being used to support policy and decision-making?

can reasonably address and cover the most relevant policy issues of the ACs.

IV.   DISCUSSION SESSION II: IS THE CURRENTLY USED SET OF INDICATORS SUFFICIENT TO COVER ALL POLICY ISSUES?
(More detailed remarks can be found in Annex 2)

10.   The second part of the discussion session focused mainly on the relevance of the TERM indicators for AC (list of indicators to be found in Annex 3). In general, all workshop participants agreed with the relevance of the indicator list that is currently used in TERM. However, a number of additional indicators and/or variables of interest were suggested by the participants:

- State-of-the-art in transposing EU legislation

- More specification in indicator infrastructure investment, like e.g. the share of investments allocated for TINA, national networks, roads, bicycles lanes

- Share of investment in new infrastructure and in maintenance and reconstruction

- Share/volume of non motorised transport demand (passenger-km walking and cycling)

- Influence and possible future impact of accession to European Member States and Accession Countries (in terms of increasing passenger and freight traffic volumes and their environmental consequences)

- The share of transit freight in total freight transport demand

- Transportation of dangerous goods

- Waste from international traffic (e.g. vehicle batteries) and from pipelines (leakage)

- Modal split (both for freight as well as passenger transport) in urban and rural areas

- Heavy metal emissions from transport

- Quality of public transportation systems

- The quality of infrastructure and rolling stock

- The health effects of transport and transport related air pollution

11.   Some other suggestions were made by workshop participants:

- Include background information from the countries

- Some assessment of the quality of Environmental Impact Assessment

V.   DISCUSSION SESSION III: DATA AVAILABILITY, DATA GAPS AND NETWORKING WITH NATIONAL/INTERNATIONAL INITIATIVES
(More detailed remarks can be found in Annex 4)

12.   Mr. Michele Fontana (EEA) and Mr. Wouter de Ridder (DHV) briefly introduced the discussion on data needs, collection and use. TERM aims at assessing policies by analysing, as far as possible, official data gathered and harmonised by *international* organizations. Where this is not possible, TERM may use, if possible, some official *national* data – even if they have not been harmonised. TERM does not just need quantitative data, but also qualitative fundamental information, as the status of implementation of national policies addressing transport and the environment.

13.   Ideally, TERM needs to use data sets having both a complete geographical coverage (all AC 13, and possibly even the NIS countries, as the EEA will have to work on them in the next future) and good time coverage (time series with at least 10 years length). At the moment, the EEA is oriented towards using UNECE data sources, as they seem to have the widest coverage (it is the only data source including Malta and Cyprus, and it seems to have slightly longer time series available compared to ECMT and Eurostat data). Unfortunately, there remain many gaps in the currently available statistics, both as concerns geographical extent and time coverage.

14.   A questionnaire, which the country representatives were requested to fill in and send to the EEA, revealed on the other hand that the international organizations (Eurostat, UNECE, ECMT, IEA, etc.) do not have all data available that is available at national level.

15.   The brief discussion held on data issues underlined that:

1) The data gathered by Eurostat, ECMT and UNECE have some differences, and still need to be harmonised. The harmonisation process has however been recently undertaken by the three organisations.

2) Some countries (e.g. Slovakia, Czech Republic, Lithuania) are already rather familiar with exercises like TERM, that monitor the status and evolution of transport and the environment. But still, in the overall picture, there are many gaps within the statistics.

3) In some cases transmission of data between the countries and the international organisations (i.e. ECMT, Eurostat, UN/ECE, etc.) has had small problems, so that the countries might have data gathered according to harmonised methodologies that are not in the international statistics.

4) It was briefly mentioned the problem of attributing air and maritime transport to single countries. Graham Lock explained what is the conventional way used by Eurostat.

5) It was correctly underlined by some countries that a fundamental problem besides data availability is *how to make sense* of the data gathered. The problem of normalising transport data to take into account specific characteristics of the countries (population, GDP, extension, etc.) was briefly mentioned. For instance, if one normalises any transport indicator with respect to the number of inhabitants of one country, that would bring to neglect the presence of foreign tourists and visitors. This could be particularly misleading for small countries like Cyprus, which receives 3 million visitors per year – a number considerably bigger than its actual population.

VI.   TERM DATA AVAILABILITY IN LITHUANIA AND DENMARK

16.   The Danish Ministry of Transport, together with Denmark Statistics, have set up a project to implement a Transport and Environment Reporting Mechanism in Lithuania. The third phase of this project, to be finalised in the summer of 2001, should give good insight to Lithuanian and Danish data availability for TERM. The report will be available by the end of the summer of 2001; the results will be presented to the Commission.

VII.   NEXT STEPS

• The workshop participants are called to send relevant Transport and Environment publications to the EEA and to fill in the (or further improve the already filled in) questionnaires sent by EEA to all

representatives of the Accession Countries.

- Statistics from international organisations will be used for TERM; missing statistics will be requested from the countries (possibly via a small questionnaire).

- In September 2001 the draft versions of the fact sheets will be sent to all workshop participants.

- All representatives of the Accession Countries are requested to consolidate the network that is now being built (amongst others through the help of the National Focal Points, and the workshop itself). The country representatives are requested to stay in close contact with their focal points and to motivate them for the TERM process.

- The EEA work programme 2002 will soon be developed; all country representatives are called to have a critical look at this work programme and to express opinions via the National Focal Points.

- Possibly another meeting/workshop with Transport and Environment experts from the Accession Countries might be envisaged at a later stage.

Annex 1

REMARKS MADE BY WORKSHOP PARTICIPANTS

DG TREN (Mr. Franz Söldner)   TERM is a policy instrument, not a statistical exercise. TERM is based on statistics, and policy driven. The main EU policies with respect to TERM are:

- Common Transport Policy
- 6th Environmental Action Programme
- EU climate change programme
- Green paper on sustainable energy supply
- Sustainable development

Harmonised and reliable data is needed to analyse the impact of policies. There is a strong preference towards official data sources to be used for TERM.

DG ENV (Mr. Klaus Keisel)   The Transport and Environment Expert Group is a policy advisor group for the Commission and works out recommendations for integrated T&E policies. This year's work programme (of the workgroup TERM) is to develop a strategy to safeguard continued TERM activity in the EU.

Eurostat (Mr. Graham Lock)   Eurostat is the DG for statistics. Its main task is to:

- Support EC policies with statistics
- Coordinate the European statistical system
- Provide technical support (both methodological as well as analytical)
- Provide information to the public

WHO (Ms. Francesca Racioppi)   WHO follows the TERM process with great interest, since it can be linked with the Transport, Environment and Health (TEH) process of WHO. Moreover, WHO is requested to monitor the integration of health concerns into Transport and Environment reporting.

Lithuania   What is the relation between TERM and WHO's TEH indicators?

−   Ms. Ann Dom: there is some cooperation between WHO and EEA, but both processes should be seen as complementary.

−   WHO: In the development of the National Environmental Action Programs (NEAP), a few indicators are included that can be used for both processes.

−   Mr. Graham Lock: 'sustainability' is part of the mandate of TERM, so health should be (and partly is) included in TERM (noise, exceedance of air quality, traffic accidents).

REC (Mr. Jiri Dusik) Are projections included in TERM?

−   Ms. Ann Dom: They are, in TERM 2001 (currently in its finalising phase). The European Topic Centres (ETCs) play an important role in the development of these projections.

−   DG TREN: Projections should be included, taking into account policies that stand firmly in the pipeline.

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Annex 2

REMARKS BY WORKSHOP PARTICIPANTS IN DISCUSSION SESSION I

Cyprus	The 7 questions are relevant, as well as the indicators used to analyse the questions.
	Is a time schedule available for TERM, in particular for delivery of data?
	Ann Dom: the same approach as with TERM EU is used, meaning that a TERM zero-draft will be developed first, which should be ready by the end of this year. If the quality (and quantity) of information is sufficient, it will be published. If not, the zero draft will be improved and published together with the European part of TERM in 2002/3.
Bulgaria	'TERM Bulgaria' is under development, but how to set up a TERM process institutionally and what is the regulatory basis for TERM?
	The 1st task of the Bulgarian government is to improve and complete the infrastructure. The Bulgarian authorities are currently under supervision of the World Bank's currency board, which limits investments in infrastructure to a certain percentage of GDP. These kind of conditions should be mentioned in the TERM report.
Estonia	The Estonian Environment Centre is a National Focal Point (NFP). The main priority of Estonian authorities is currently the approximation to the European *Acquis Communautaire*.
Slovakia	The 7 questions are well organised and understandable.
	TERM will be integrated in the annual state-of-the-environment report. The priority areas in Slovakian transport policy are:
	• Infrastructure construction and improvement
	• Improvement of the quality of the rolling stock (trains as well as buses, truck and private cars)
	• Privatisation of transport companies.
Romania	The 7 questions reflect the Romanian policy issues. Since Romanian costs of road fatalities account for around 3 % of the countries GDP, road safety is a priority area. Other priority areas are reconstruction of infrastructure (in particular rail, since it is the most important mode in Romania) and pollution from traffic.
Lithuania	The 7 questions cover national policy issues, except for health. Cleaner, quieter and more efficient vehicles is the most important policy area. Lithuania has been involved in the set up of a TERM-like reporting mechanism, supported by the Danish Ministry of Transport and Denmark Statistics. It is now clear what has to be done in order to deliver statistics for TERM. Around 60 % of the statistics is already nationally available.
Czech Republic	The 7 questions cover national policy areas. A T&E report for the Czech Republic is available. The main policy priority is the environmentally sustainable development of transport.

Latvia	The 7 questions are sufficient to cover all policy priorities in Latvia. The main objective of transport policy is to develop sustainable, environmentally friendly transport systems. Policy priorities are:

- Air quality related to transport: limitation of emission of hazardous substances by improvement of technologies used in vehicles, more stringent standards for fuels and promotion of vehicle import;

- Regulation/optimising mode of transport by i.e. construction of bypasses for transit traffic, promotion of environmentally friendly modes (e.g. bicycles) and renovation of the vehicle park.

- Environmentally friendly transport infrastructure: currently, the infrastructure capacity in Latvia is sufficient, but the quality should be improved by maintenance and reconstruction.

- Safety: regulation with respect to transportation of dangerous goods, i.e. border limitation and optimisation of routes (bypasses).

Slovenia	Question 4 (Are we improving the use of transport infrastructure capacity and moving towards a better-balanced intermodal transport system?) should reflect investments in infrastructure. Moreover, the objectives described in the fact sheets are not always suitable for the Slovenian transport system. The Slovenian priority in transport policy is supply of infrastructure. In the future, managing transport demand will probably be prioritised. In the recently developed transport plan, the 'green' objectives defined were blocked, because there are no tools to implement these objectives. In general, the implementation of 'green' objectives in transport are problematic, since there is a lack of effective tools to guarantee proper implementation.
Hungary	The questions are all relevant. Priority areas are the development of infrastructure (also environmentally friendly modes) and transport related air pollution.
WHO	Question 1: Human health could be better addressed.
	Question 2: Walking and cycling should be included, as well as the modal split in both urban and rural areas.
	Question 7: Include an analysis of the quality of Environmental Impact Assessment and include information on how the policy 'theory' is translated in practice.
GRID/W	Question 2 should be revised: the modal split does not need to be improved; it should be maintained.

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Annex 3

TERM INDICATOR LIST

ENVIRONMENTAL CONSEQUENCES OF TRANSPORT	Transport final energy consumption and primary energy consumption, and share in total (fossil, nuclear, renewable) by mode
	Transport emissions and share in total emissions for CO_2, NO_x, NMVOCs, PM_{10}, SO_x, by mode
	Exceedances of air-quality objectives
	Exposure to and annoyance by traffic noise
	Infrastructure influence on ecosystems and habitats ('fragmentation') and proximity of transport infrastructure to designated areas
	Land take by transport infrastructure
	Number of transport accidents, fatalities, injured, polluting accidents (land, air and maritime)
TRANSPORT DEMAND AND INTENSITY	Passenger transport (by mode and purpose): total passengers total passenger-km passenger-km per capita passenger-km per GDP
	Freight transport (by mode and group of goods) total tonnes total tonne-km tonne-km per capita tonne-km per GDP
SPATIAL PLANNING AND ACCESSIBILITY	Average passenger journey time and length per mode, purpose (commuting, shopping, leisure) and location (urban/rural)
	Access to transport services, e.g.: number of motor vehicles per household % of persons in a location having access to a public transport node within 500 metres
TRANSPORT SUPPLY	Capacity of transport infrastructure networks, by mode and by type of infrastructure (motorway, national road, municipal road, etc.)
	Investments in transport infrastructure/capita and by mode
PRICE SIGNALS	Real change in passenger transport price by mode
	Fuel prices and taxes
	Transport taxes and charges
	Subsidies
	Expenditure on personal mobility per person by income group
	Proportion of infrastructure and environmental costs (including congestion costs) covered by price

TECHNOLOGY AND UTILISATION EFFICIENCY	Overall energy efficiency for passenger and freight transport (per passenger-km and per tonne-km and by mode)
	Emissions per passenger-km and emissions per tonne-km for CO_2, NO_x, NMVOCs, PM_{10}, SO_x by mode
	Occupancy rates of passenger vehicles
	Load factors for road freight transport (LDV, HDV)
	Uptake of cleaner fuels (unleaded petrol, electric, alternative fuels) and numbers of alternative-fuelled vehicles
	Vehicle fleet size and average age
	Proportion of vehicle fleet meeting certain air and noise emission standards (by mode)
MANAGEMENT INTEGRATION	Number of Member States that implement an integrated transport strategy
	Number of Member States with national transport and environment monitoring system
	Uptake of strategic environmental assessment in the transport sector
	Uptake of environmental management systems by transport companies
	Public awareness and behaviour

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Annex 4

REMARKS BY WORKSHOP PARTICIPANTS IN DISCUSSION SESSION II

Slovenia	The influence of accession to Europe's transport system should be addressed, too. Moreover, the share of transit traffic in total freight transport is an important indicator to include as well.
DG TREN	The possible future impact of accession cannot be easily addressed, since there is a general lack of reliable statistics, especially in the EU-AC neighbouring countries. Road transport statistics are mainly based on fuel sales. In the area close to the border between EU Member States and Accession Countries, fuel sales might not be representative for road tonne-km (due to possible large price differences between two neighbouring countries and consequently too high estimations for tonne-km in those areas).
EEA (Ann Dom)	The indicator list of TERM is a 'wish' list, meaning that statistics for these indicators are not necessarily available yet, but might become available in the future.
Latvia	Access to transport services in rural areas is less important, since these areas have a low density of population.
CEI	The quality of transport services should be addressed, besides the quantity.
Lithuania	How to scope with the import of second hand vehicles and the waste such vehicles generate when scrapped? Is there a linkage between TERM indicators and the PHARE key objectives, as defined in *'Transport and Environment: A Multi-Country Approach''*?
Slovakia	Waste from national and international transport should be included in the indicator list (e.g. batteries from vehicles), since most accession countries lack proper facilities to handle such waste.
Bulgaria	Bulgaria is a transit country, which makes an indicator on the share of transit traffic in total freight transport very important.
EEA (Roel van Aalst)	A project on air quality in Accession Countries is currently running. This project should ensure availability of air quality data.
EEA (Chris Steenmans)	Data is available on spatial impact from transport on the environment (infrastructure). However, country experts are needed to evaluate this data.
Eurostat (Graham Lock)	Most data collection is still based on voluntary agreements between the international organisations: Eurostat, UN/ECE and ECMT. Eurostat itself does not have the resources to cover all Accession Countries, yet. However, with the accession process, many data becomes available. Next year (2002) a Statistical Compendium for the Accession Countries is expected to be developed (probably for internal usage only). Beyond 2002, the Accession Countries should form an integral part of the Statistical Compendium.
GRID/W	The international organisations should make an effort in harmonising the data they have.
UN/ECE	The organisations have started this harmonisation process: it will be a key-issue in the next meeting (Monday 11 June 2001)
DG TREN	EU-15 and AC-13 should be integrated into one report. DG TREN will make an effort to ensure that national data will become available to e.g. Eurostat. Moreover, with respect to harmonisation of data, a legal act should be drawn, which is wide enough to provide a good methodology, thereby ensuring harmonisation.

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